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Oriental Hotel
HONG KONG

Dearest Mary,
Wish you were here, my sweet—soaking up the sunshine with me. Finished the job sooner than expected so now I'm taking a couple of days' rest. Rode the funicular to the Peak this morning—swimming at Repulse Bay this afternoon! It's an extraordinary feeling being the other side of the world three days after packing in Chelsea. Wonderful flight on top of the clouds—smooth as silk. Fed (and drank!) like a lord on the plane. After the B.O.A.C. people have whisked me to our Cairo office, down to Jo'burg and home, I'll know a bit of geography! What about a flying trip for the two of us on our next holiday?

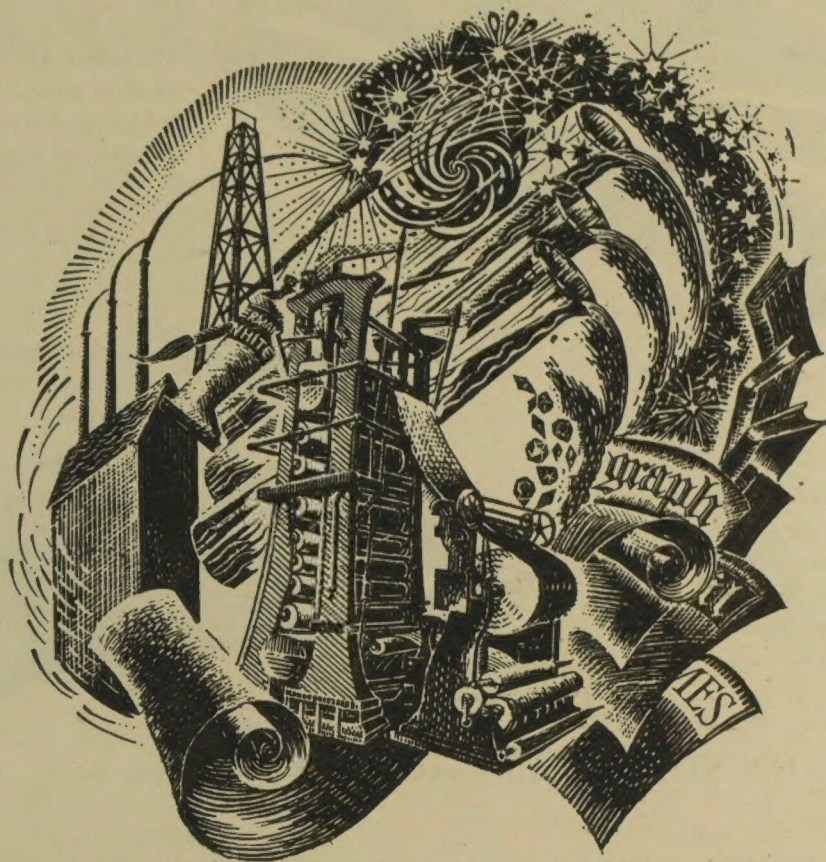
All my love. Bob

P.S.—Did I leave my blue silk tie in the top left drawer?

B.O.A.C. TAKES GOOD CARE OF YOU TO ALL SIX CONTINENTS

FLY BRITISH BY **B.O.A.C.**

BRITISH OVERSEAS AIRWAYS CORPORATION IN ASSOCIATION WITH QANTAS EMPIRE AIRWAYS LIMITED, SOUTH AFRICAN AIRWAYS AND TASMAN EMPIRE AIRWAYS LIMITED



BARIUM

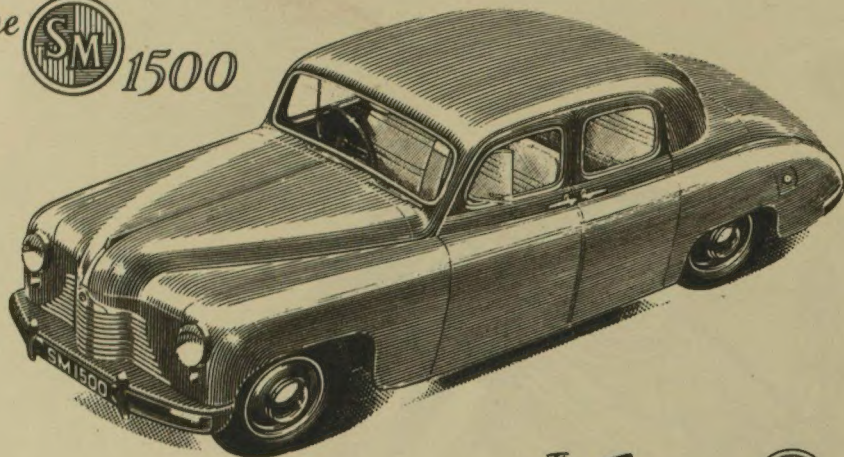
PATIENTS may associate barium with the unpalatable meals which they are given before an X-ray examination, but it is barium sulphate which is used for this purpose, and not the soft silvery-white barium metal. Barium is found in nature in the form of barytes (barium sulphate) and witherite (barium carbonate); it is never found free since the metal readily reacts with air and moisture. It was first recognised as an element by Scheele, a Swedish chemist, in 1774. Its name is derived from a Greek word meaning heavy, because all barium compounds are much heavier than an equal volume of water. Barytes deposits, often found in lead

and zinc veins, are mined in the North of England, Germany, Canada and United States. Witherite is far less common. The most famous witherite mine in the world is at Hexham in Northumberland, and workable quantities are also found in Durham. Compounds of barium are important in the manufacture of paper, glass, oilcloth, linoleum and in oil well drilling. Barium metal itself is used to remove the last traces of gas from radio valves and television tubes.

I.C.I. uses barium sulphate in the manufacture of paint, and barium nitrate in certain kinds of industrial explosives.



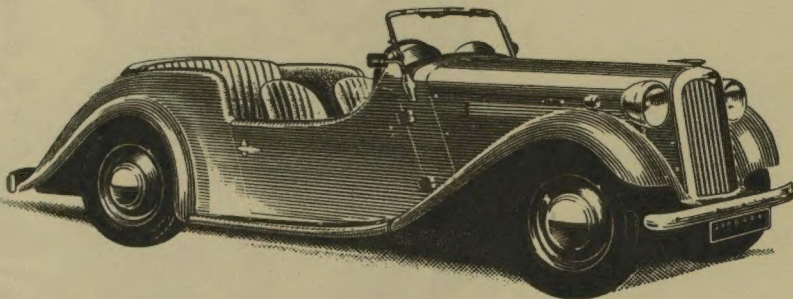
The  1500



The famous 1½ litre, 5-6 seater Saloon which at home and abroad has earned golden opinions among those motorists who demand something above average.

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The Singer Roadster (an occasional four) now joins the S.M. Series with the larger high performance 1497 c.c. overhead camshaft engine, and is reserved exclusively for export. I.F.S., 4-speed gearbox and superb braking.



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INTERNATIONAL
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Carriagework Section
Hoopers
quality and Craftsmanship

HOOPER
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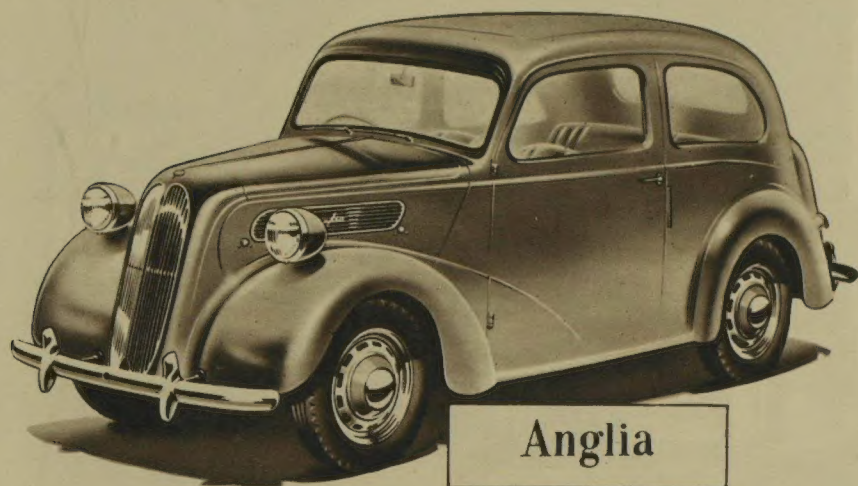
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from

A to Z



Anglia

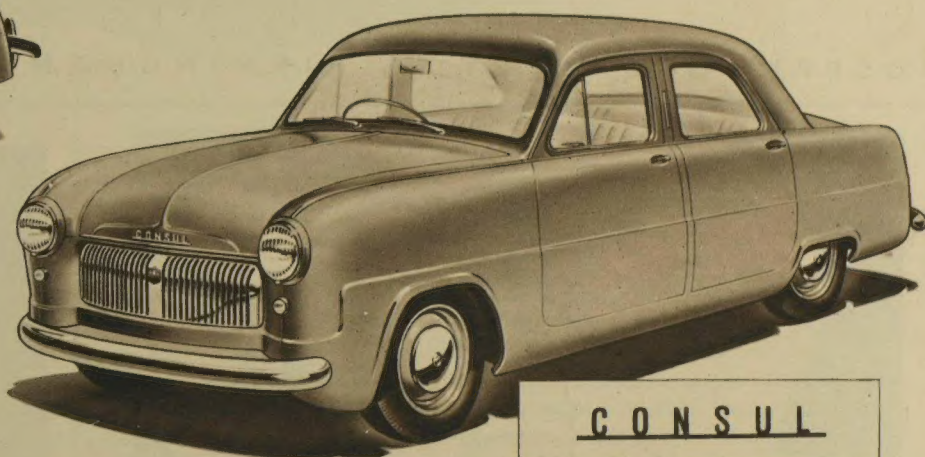


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Zephyr Six

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LUCAS

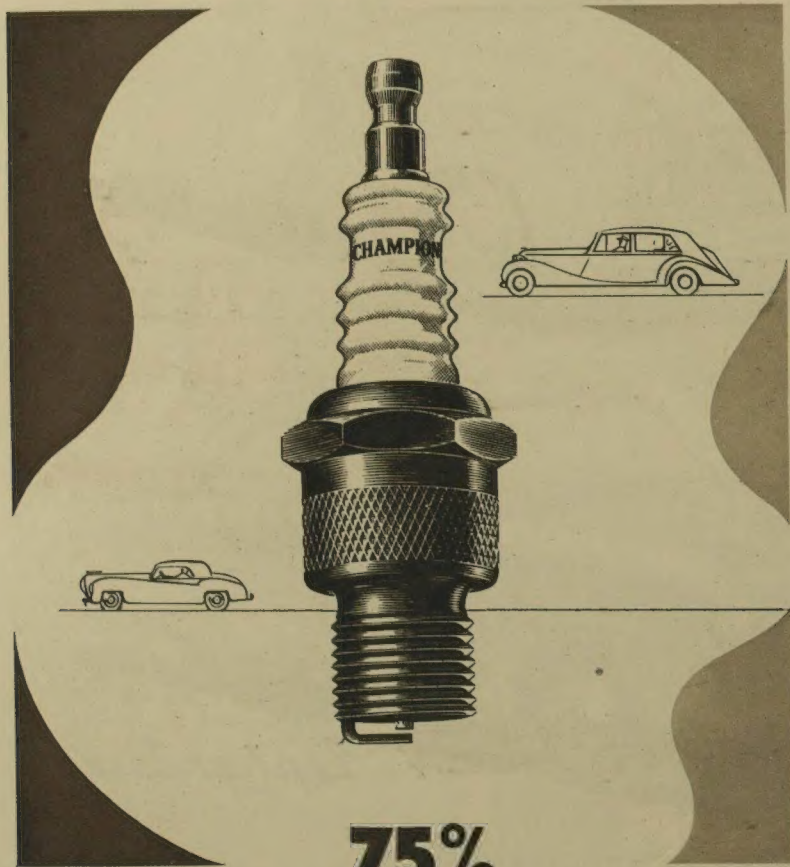
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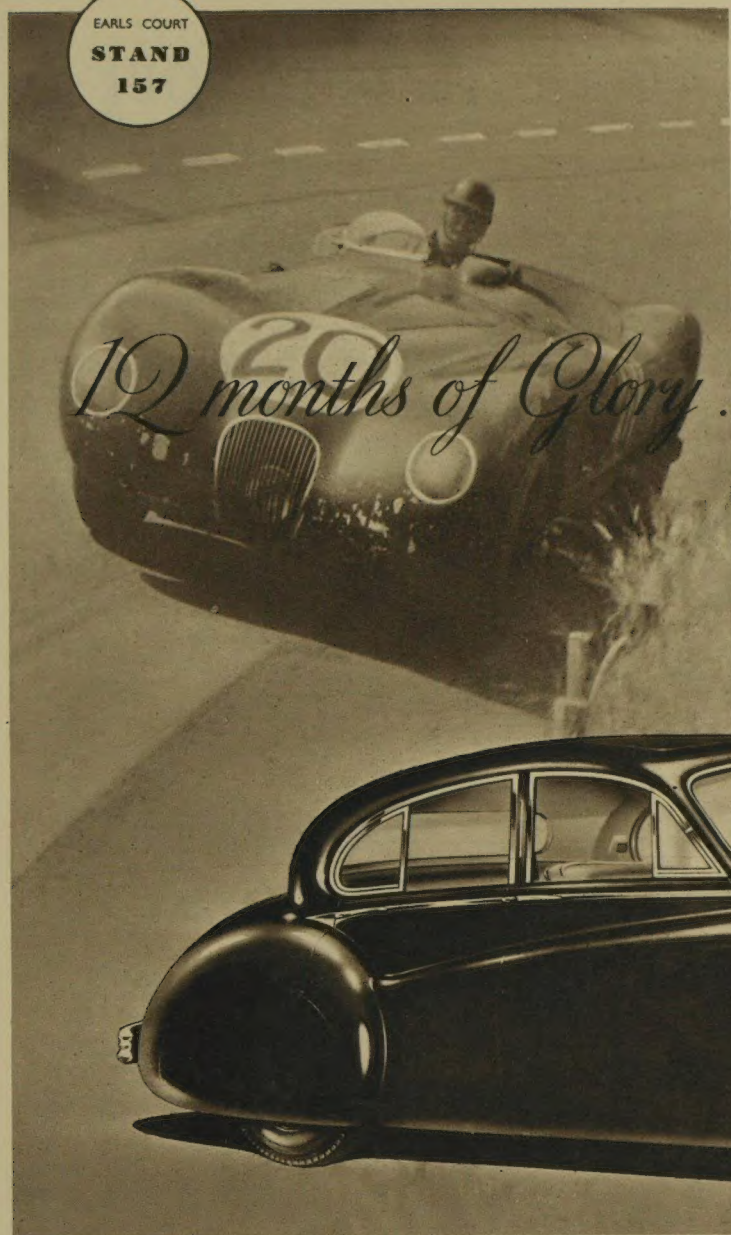
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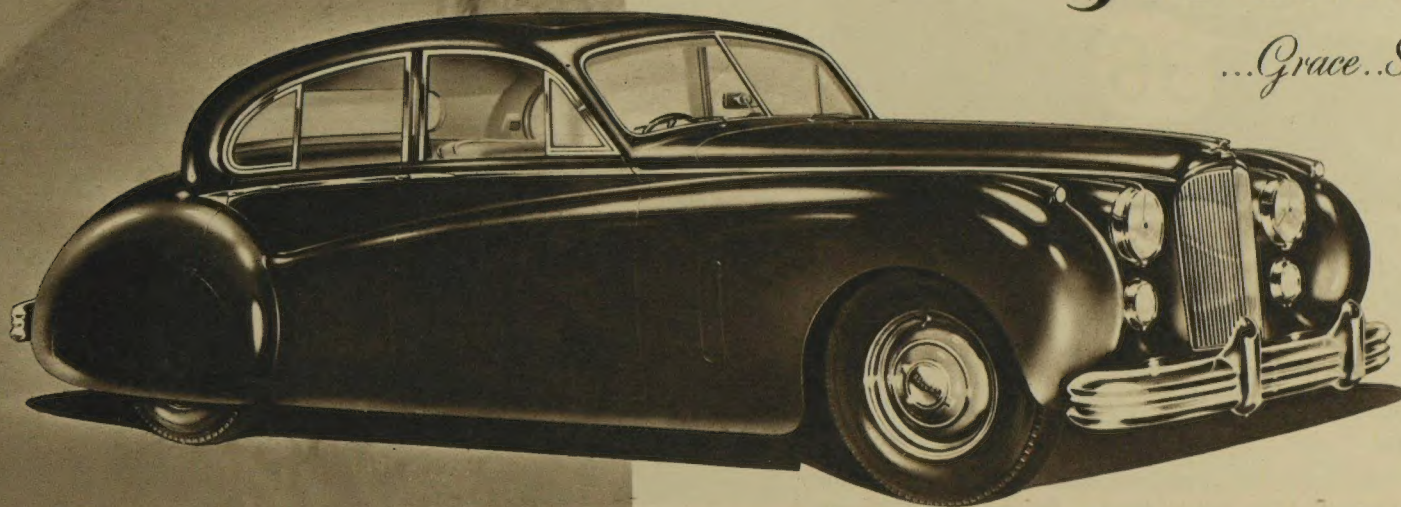
LIBerty 7222

EARLS COURT
STAND
157



Since the debut of the Mark VII Jaguar at the last Motor Show, time has shown how well it merited that first sensational acclamation. In the same 12 months the Jaguar XK has dominated the International motoring scene, gaining success in no fewer than 12 major events, including the Le Mans 24 hour race—the first British Car to do so for 16 years. Jaguar are proud of this year of great achievement and of the generous tributes paid to their cars by press and public throughout the world.

JAGUAR
...Grace..Space..Pace



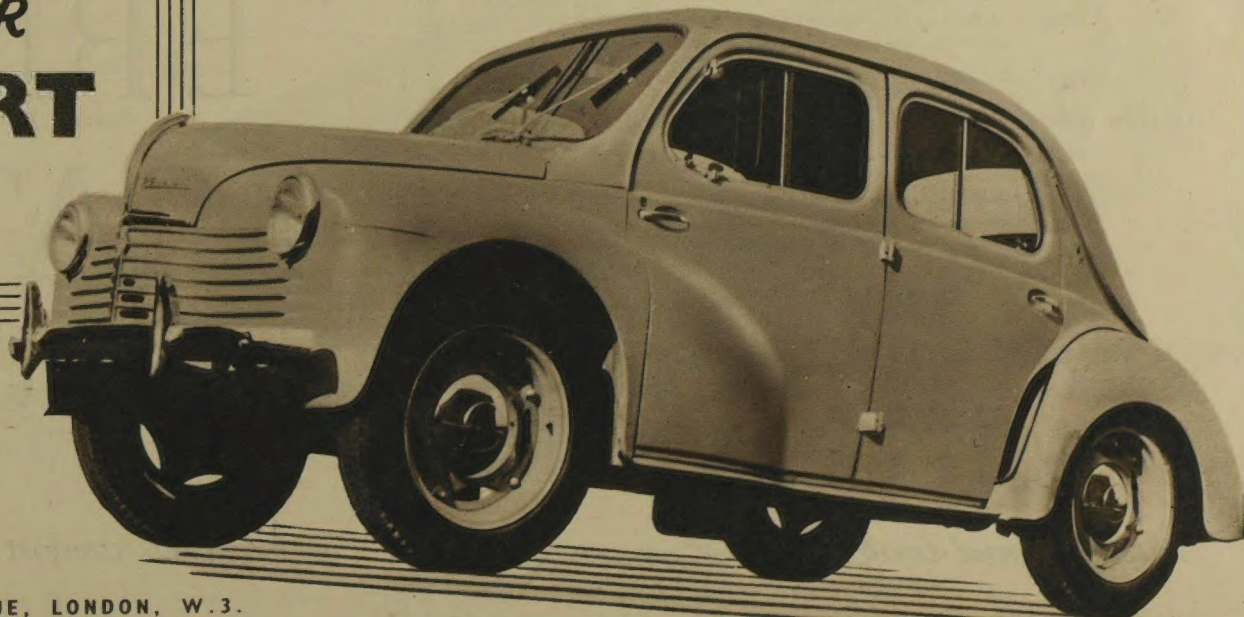
MORE
POWER
MORE
SAFETY
WITH GREATER
COMFORT

THE RENAULT 750 FOR 1952

At the top of its class and there to stay—the Renault 750 goes from strength to strength. Now, in its 1952 form, a power increase to the 4-cylinder engine of *more than 20%* adds new quality to this already supreme light car. A highly manoeuvrable, power packed performer, the new Renault 750 will give you all the sparkling acceleration you need in traffic, more impressive top-speeds, crisper take-offs and even more effortless hill-climbing—yet with always something in reserve. And still the 750's extraordinary petrol economy remains unaffected—a test by *The Motor* showed 50 m.p.g. at a steady 40 m.p.h!

All this—plus improved Telescopic shock absorbers and bigger tyres to provide extra comfort and safety for 4 passengers—puts the Renault 750 on a high quality level unequalled in light car motoring.

RENAULT 750



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CENTRE

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The Jowett Javelin at Spa 1949

Why race?



The Jowett Jupiter at Le Mans 1950

It takes courage for a car manufacturer to go in for big international competitions.

It's a risk, a costly venture, something he's not called on to do.

And yet . . . we've entered for those strenuous rallies and big races with both the Javelin and the Jupiter.

Four days solid driving over icy winter roads and mountain passes to Monte Carlo—24 hours flat out speed at Spa and Le Mans—the gruelling T.T. race prove a great deal. Prove these cars can beat the world's best in their class.

Regular racing since the war has given Jowett cars a rare refinement in handling—a subtle responsiveness—an enormous reserve of safety. Competition work has dictated advances in design to chassis, engine, brakes, suspension—everything. You get the benefit when you get a Javelin.

The Javelin is a waste of money if you don't care what a car does. There's such a lot built into it that doesn't really show until you have one in your hands—real family comfort—30 m.p.g. economy—and performance.

Top speed, electrically timed 80 m.p.h. Acceleration 0-60 m.p.h. in 22.4 seconds ("The Autocar" Road Test, 1951). Horizontally opposed flat-four 50 B.H.P. Engine.

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	1st—Austrian Touring Club Winter Trial—2 Litre Class
	1st—Rheineck/Walzenhausen Hill Climb—1½ Litre Class Touring
	1st—24 Hour Belgian 'Grand Prix, Spa—2 Litre Touring Class
1950	1st Rallye des Neiges (General Classification and 1½ Litre Class)
	1st—Vues des Alpes Hill Climb—1½ Litre Class Experts
1951	1st—Swedish Winter Trial—General Classification
JUPITER 1950	1st—Le Mans 24 Hour Grand Prix d'Endurance—1½ Litre Class
	1st & 2nd—Monte Carlo Rally—1½ Litre Class
1951	1st—Lisbon Rally—General Classification and 1½ Litre Class
	1st—Bremgarten Sports Car Race—1½ Litre Class
	1st—Rheineck/Walzenhausen Hill Climb—1½ Litre Class
	1st—Le Mans 24 Hour Grand Prix d'Endurance—1½ Litre Class
	1st & 2nd—R.A.C. Tourist Trophy Race—1½ Litre Class
	1st—Watkin's Glen Meeting—1½ Litre Race

1½ litre

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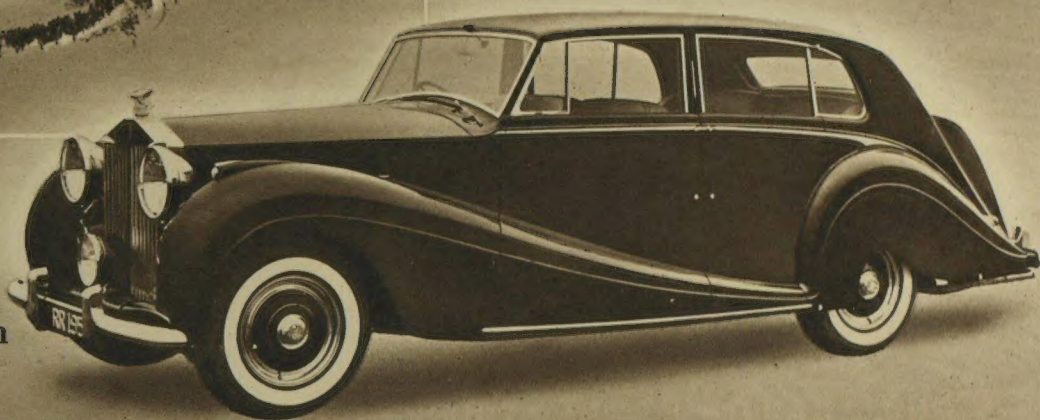
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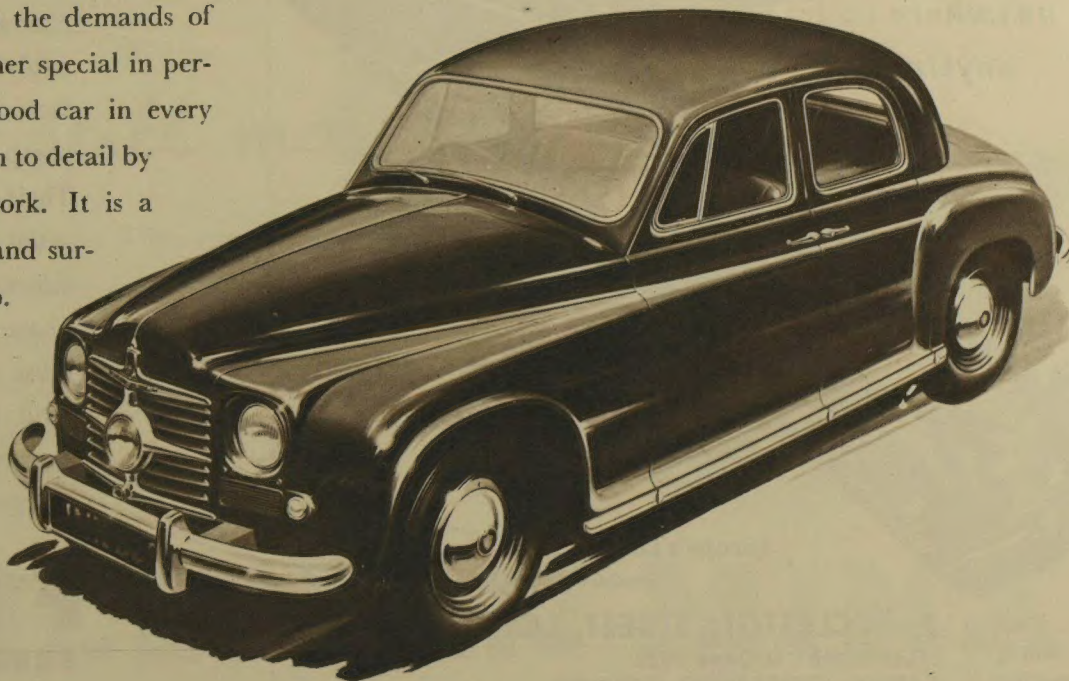
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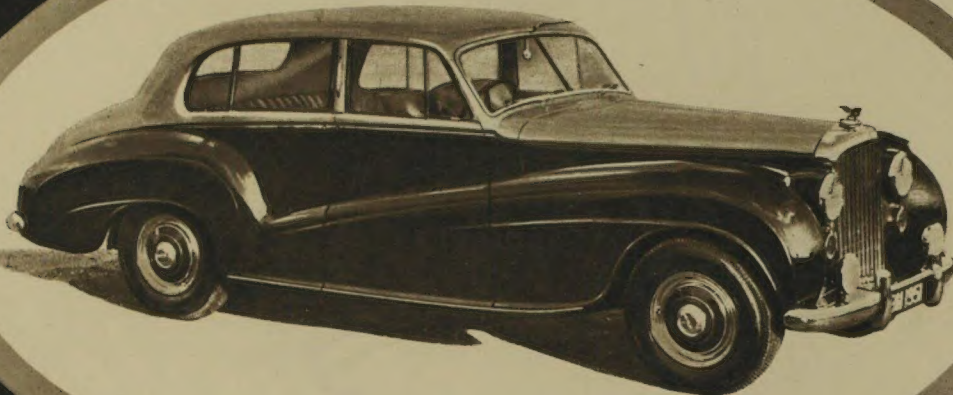


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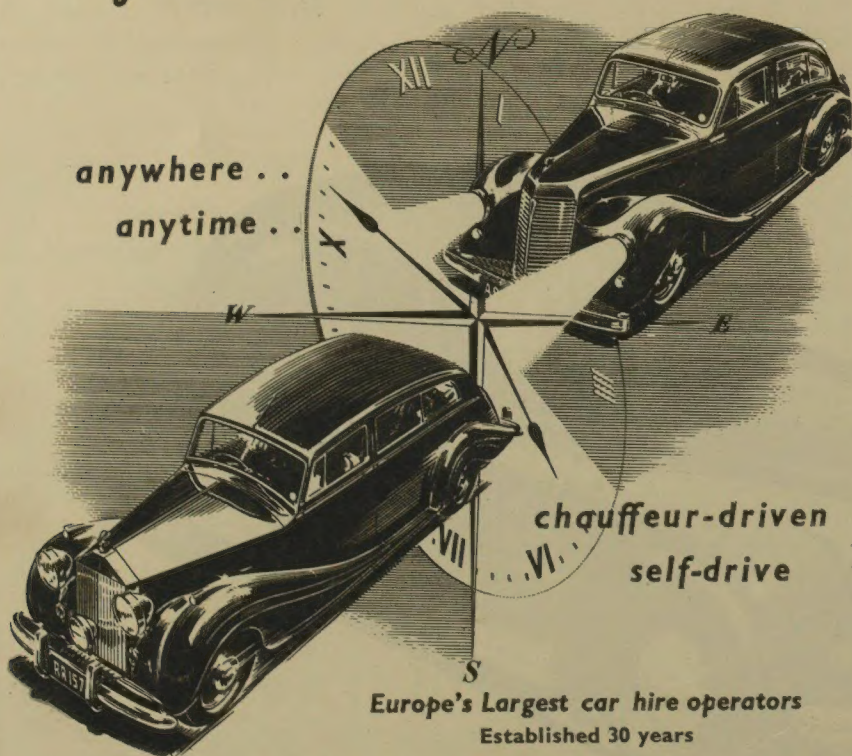
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FERODO
BRAKE & CLUTCH LININGS

FERODO LIMITED, CHAPEL-EN-LE-FRITH
A Member of the Turner & Newall Organisation



You get still more in the *LATEST* Minx—



MORE HEADROOM

Minx 5-seater roominess is still further increased. Extra headroom gives a better driving position, more comfort and control.



MORE RELIABILITY

Improved lubrication, cooling, and clutch mechanism—and many other technical advances—bring yet more reliability and economy.



MORE SAFETY

To Opticurve vision are added new double-dipping headlamps; lighter, more positive steering; and weather-proofed brake-drums.



MORE STYLE

Notable refinements in styling include new door and wing mouldings, instrument panel improvements & attractive, durable new colours.

...and you get still more out of it!

The Hillman Minx—the logical development of 20 years' continuous improvement—is as handy in traffic and easy to park as ever with ample room for the whole family—and luggage. There are refinements in styling—both inside and out—and more attractive colour schemes. Improvements to power unit and transmission design ensure lively performance with traditional Minx reliability and economy.



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SALOON, CONVERTIBLE COUPE AND ESTATE CAR

Craftsman Built by the Rootes Group



All that's best in Britain...

*Year in, year out, from Cornwall to the lonely islands of the Hebrides, . . .
 Britain's fishermen fight the unending battle of the sea to reap its harvest
 with each encounter gleaning new knowledge and experience
 in the same way the accumulated skill and experience of generations of engineers
 go into the products of the Standard Motor Company, representing
 as they do in every detail of their design 'all that's best in Britain.'*

The 1952 Standard Vanguard



International Motor Show, Earls Court
 (Oct. 17th—27th)

STAND 139

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SATURDAY, OCTOBER 20, 1951.



THEIR ROYAL HIGHNESSES IN OTTAWA: PRINCESS ELIZABETH, ESCORTED BY THE CANADIAN PRIME MINISTER, AND THE DUKE OF EDINBURGH, WITH MRS. ST. LAURENT, ENTERING PARLIAMENT BUILDINGS.

Princess Elizabeth and the Duke of Edinburgh arrived by train in Ottawa on October 10 from Quebec for a two-day visit. Their Royal Highnesses drove to Lansdowne Park, where 13,000 schoolchildren were assembled in

the stadium, and then to the city centre, where they laid a wreath at the foot of the war memorial. After luncheon they visited Parliament Buildings, where they had a series of engagements.



PRINCESS ELIZABETH STEPS ON TO CANADIAN SOIL: HER ROYAL HIGHNESS, FOLLOWED BY THE DUKE, LEAVING THE AIRCRAFT ON OCTOBER 8.



ROYAL THANKS FOR A SAFE FLIGHT ACROSS THE ATLANTIC: PRINCESS ELIZABETH AND THE DUKE OF EDINBURGH SHAKE HANDS WITH THE CREW OF THE B.O.A.C. STRATOCRUISER *CANOPUS*.



PRINCESS ELIZABETH SPEAKS TO BUCKINGHAM PALACE FROM CANADA: HER ROYAL HIGHNESS TELEPHONING TO THE QUEEN FROM THE ROYAL TRAIN TO HEAR THE LATEST NEWS OF THE KING, AND GIVE AN ACCOUNT OF HER OWN JOURNEY.



AFTER LEAVING THE AIRCRAFT: PRINCESS ELIZABETH WITH THE GOVERNOR-GENERAL, FIELD MARSHAL LORD ALEXANDER, AND THE PREMIER, MR. ST. LAURENT (RIGHT).



THE DRIVE TO THE ROYAL TRAIN: THE DUKE OF EDINBURGH, SEATED BESIDE THE PRINCESS, SALUTING THE COLOURS OF THE R.C.A.F. GUARD OF HONOUR.

CANADA WELCOMES PRINCESS ELIZABETH AND HER CONSORT: THE RECEPTION AT DORVAL AIRPORT, MONTREAL.

Princess Elizabeth and the Duke of Edinburgh reached Dorval Airport, Montreal, on October 8, after a good flight. Crowds had stood for over three hours in the rain awaiting them, but the weather cleared before the Stratocruiser *Canopus* touched down. The Governor-General, Lord Alexander, and the Premier, Mr. St. Laurent, took up positions at the foot of the silver staircase placed by the aircraft. The crowd were silent for a moment, and as the door

opened and the Princess, in a short mink coat over a dress of "spruce blue," appeared, a great cheer went up. The Princess's Standard was broken at a special mast, and guns fired a salute. After presentations and an inspection of the R.C.A.F. guard of honour, the Royal couple drove in an open car to the railway siding, and a huge crowd saw them board the Royal train. Soon after, the Princess spoke to Buckingham Palace by telephone.

FRENCH CANADA GREETS THEIR ROYAL HIGHNESSES: PRINCESS ELIZABETH AND THE DUKE OF EDINBURGH IN QUEBEC.



PRINCESS ELIZABETH AND THE DUKE OF EDINBURGH IN QUEBEC: THEIR ROYAL HIGHNESSES (SEEN AT TOP TABLE; LEFT CENTRE) AT THE STATE DINNER AT THE CHÂTEAU FRONTENAC.



ON THE HISTORIC PLAINS OF ABRAHAM: PRINCESS ELIZABETH TAKING THE 'SALUTE' AT THE MARCH-PAST OF THE 27TH CANADIAN INFANTRY BRIGADE.



WITH COLONEL HUGUES LAPOINTE (LEFT) AND COLONEL E. F. L'ESPERANCE, WHO COMMANDS THE REGIMENT DE LA CHAUDIÈRE, OF WHICH PRINCESS ELIZABETH IS COLONEL-IN-CHIEF: THEIR ROYAL HIGHNESSES AT THE CITADEL ON OCTOBER 9.



REVIEWING THE REGIMENT DE LA CHAUDIÈRE AT THE CITADEL: PRINCESS ELIZABETH, COLONEL-IN-CHIEF, WITH THE DUKE OF EDINBURGH AT THE SALUTING-POINT IN ONE OF THE MOST ANCIENT FORTRESSES OF CANADA.



SIGNING THE "GOLDEN BOOK" AT THE PARLIAMENT BUILDINGS: PRINCESS ELIZABETH AND THE DUKE OF EDINBURGH WITH MR. DUPLESSIS, PRIME MINISTER OF QUEBEC.

Princess Elizabeth and the Duke of Edinburgh arrived by train in Quebec on October 9 and started their crowded programme at 9.45 a.m. The Royal visitors drove first through crowded streets to the Parliament Buildings, where members of the Legislative Council and a number of officials and their wives were presented and Princess Elizabeth signed the Visitors' Book. Later they visited Laval University, where they were greeted by Mgr. Roy, Archbishop of Quebec and Chancellor of the University. At the Citadel, which overlooks the St. Lawrence River, Princess Elizabeth inspected a unit of the Regiment de la Chaudière, of



ARRIVING FOR THE STATE DINNER HELD AT THE CHÂTEAU FRONTENAC, THE HOTEL ON THE HEIGHTS ABOVE QUEBEC: PRINCESS ELIZABETH, WITH THE DUKE OF EDINBURGH

which she is Colonel-in-Chief, and visited the officers' mess, where she was presented with a bunch of roses in the regimental colours. In the afternoon her Royal Highness inspected the 27th Canadian Infantry Brigade, which is going to Germany next month to join the North Atlantic defence forces. In the evening their Royal Highnesses were entertained at a State dinner at the Château Frontenac, the hotel on the heights above Quebec, and later were present at a concert given by the Quebec Symphony Orchestra, which is celebrating its fiftieth anniversary. Their Royal Highnesses left by train for Ottawa at 11.30 p.m.



By ARTHUR BRYANT.

IN a brilliant analysis, Bertrand Russell, in his "History of Western Philosophy," suggests that, to understand Marx psychologically, one should use the following dictionary:

YAHWEH=Dialectical Materialism.
THE ELECT=The Proletariat.
THE SECOND COMING=The Revolution.

THE MESSIAH=Marx.
THE CHURCH=The Communist Party.
HELL=Punishment of the Capitalists.
THE MILLENNIUM=The Communist Commonwealth.*

The terms on the left, he points out, give the emotional content of the terms on the right and help to explain their effect on those with a Christian or Jewish upbringing. Communism, in other words, is not a mere political or economic theory, but a religion. It explains, or purports to explain, however crudely or inadequately, the whole of life.

That, of course, is its strength. To anyone who has thought at all deeply about the nature of man and his capacities, and the nature of the universe of which he is part, it seems in practice to offer little towards a solution of the real human dilemma. It affords an explanation to a man with a very simple mind of the compulsions under which he has to live and may, therefore, help to transform an unwilling serf or worker into a willing one, and to that extent can be a blessing both to the worker and community he serves. But far from lightening the degree of actual tyranny under which man suffers, it tends, certainly in western lands, to intensify it and to make it far more rigid and inescapable. Its net effect is barbarous, oppressive and reactionary. To ninety-nine out of a hundred people in this advanced and favoured island it would seem, if applied, an intolerable and retrogressive tyranny.

Yet it appeals, in one guise or another, mainly in its milder "Socialist" content, to millions of simple men and women who find their lives unsatisfactory and seek a readjustment of the universe which they believe would make them more at one with it. Educated critics of Marxism whose material circumstances are little or no better than those of many working-class supporters of the new dialectical materialism find themselves unable to account for this mysterious, as they see it, perversion and blindness, and set it down to foreign propaganda and treasonable, subversionist influences. But its real cause is not alien influence—the uneducated English are exceptionally unresponsive to abstract ideas of a novel kind—nor even an inadequate standard of living, but the failure of those who believe in a different and, as they feel, superior theory of life to explain that theory in terms intelligible to the ordinary man of to-day and to make its ameliorating effect on his life apparent. Liberty and Christianity, from which Liberty springs, need presenting, or rather re-presenting, to the great mass of humanity in the form of a crusade and of a way of life.

I doubt if the Churches, as they are at present organised and in the prevailing secular arrangement of society, can do this. They and their pastors and teachers to-day touch the life of the ordinary work-a-day world at too few points to make their influence, however ennobling, very deep or wide. It is a great tragedy that this should be so, but its reasons lie, not in any deficiency, real or imagined, of the Christian Churches and their ministers, but in the course of four centuries of secular historical development. Five hundred years ago the Church touched the life of man at every point; to-day it touches it at only one or two. As the Communists, as well as the Fascists and Nazis, have found, a secular organisation is required to propagate a new religion—or an old one revived—among a secular society. The drums and banners and slogans of mass emotion, to be effective in the modern world, must operate in a wider and more frequented thoroughfare than a Church aisle or a Grouper's hotel lounge. They must operate in the street, the factory, above all, in the homes of the unconverted. The body politic to-day is almost entirely secular. The organisation which is to preach a creed in a way that will transform and

re-endow it with religious purpose must, therefore, before it can effect anything at all, be secular too.

I believe, for this reason, that the time has come for a re-grouping of political bodies in this country to restate the Christian faith and to reorganise society on Christian lines. They can only, as I see it, meet the challenge of the Marxist by doing so. Without such a re-orientation, whatever the result of the present or the next election, the Marxist will beat them in the end, if only because he represents a positive, however incomplete, against his opponent's negative. The Marxist Parties, whatever their limitations of programme and personnel, have the immense advantage of making an emotional appeal to those who feel the need of such an appeal. The Parties opposed to them, however much more closely their programme is based on common sense and practical reality, are fighting on too narrow and purely rational a front. Like the Churches, they do not touch the life of the ordinary man at a sufficiently large number of points. They may win an election on the poverty of their opponents' performance, on the personality of a great leader, or on an issue of foreign policy that momentarily threatens the nation's safety or pride. But the Socialist or Marxist appeal, because it is pseudo-religious and touches life at more points, will still remain, and become a growing menace to our Christian and libertarian way of life unless the latter can be re-interpreted and expressed in the form of political organisation. This is a matter, I believe, which far transcends the importance, however great and however decided, of the present Election. It affects the whole future of our country, our freedom and our religion.

The Party which is to champion our traditional and proved beliefs and way of life—far superior, as we believe, to any that Communism can offer—must not content itself with advocating mechanical measures for improving the balance of our foreign trade or the administration of our railways, health services and basic industries, important though these may be as means to an end. It must go far deeper into the problem of human needs and dispositions. It must proclaim and act on the great Christian assumption that it is man's duty to love and, because he loves, to treat his neighbour as himself. The ultimate object of society should not be equality—whether equality for its own sake or the envious equality of pulling down affected by so many Socialists—nor the opportunity of the enterprising to earn profits nor the sanctity of financial corporations or State monopolies. It should be the object that Christ made it His mission to attain and which has lain at the root of all the ideas and institutions which Western man inherits: respect for the spiritual capacity of man, of every man. And that respect, if it is to be implemented,

comprises and goes far beyond all those social objectives that Socialists, basing them on a far less realistic philosophy and a far narrower view of man's needs, seek, often with so much violence and intolerance towards others and so much ensuing bitterness and social dislocation. It involves good housing and good education and an adequate standard of material well-being, and it involves far more. It involves the organisation of life and industry in such a way as to secure to every man a decent home, seemly and beautiful surroundings, self-respect and freedom, and pride and satisfaction in his work and calling. It involves a more strenuous and radical attack on the tolerated economic and social conditions of our age than any envisaged or made by the Marxists and Socialists—themselves the children of those conditions. It involves not destruction for its own sake, but a rebuilding of the whole fabric of our social and economic life: one which in earlier ages was for technical reasons impossible of achievement but which our greater mastery over material means has placed within our reach. To proclaim a great crusade based on Christ's perception of man's needs and of our belief that we have it in our power to find the material means to satisfy them is the answer to the Marxist challenge and the solution for which the whole free world is unconsciously waiting.

THE INSTALLATION OF THE NEW MASTER OF TRINITY.



HANDING HIS LETTER OF APPOINTMENT TO THE HEAD PORTER AT THE WICKET GATE UPON WHICH HE HAD JUST KNOCKED THREE TIMES: DR. E. D. ADRIAN, THE NEW MASTER.



THE CEREMONY AT CAMBRIDGE: DOFFING OF CAPS OUTSIDE THE MASTER'S LODGE AS THE PROCESSION LEFT. DR. E. D. ADRIAN IS ON THE LEFT.

Dr. E. D. Adrian, O.M., until recently Professor of Physiology in the University, was installed on October 11 as Master of Trinity College, Cambridge, in succession to Dr. G. M. Trevelyan, O.M., F.R.S., who has retired, having been Master since 1940. In accordance with the traditional ceremony, the new Master knocked loudly three times on the small wicket gate beside the great gate and was asked for his letter of appointment by the head porter. After this was handed to him, the gate again closed, and Dr. Adrian went outside while the head porter carried the letter on a silver salver, together with a short mace topped with a gilt crown. The porter proceeded to the Combination Room, after which the Vice-Master and Fellows went in procession to the great gate, where the new Master was admitted. The procession then re-formed and went on to the chapel, where Dr. Adrian made the statutory declaration and signed the admission book. Dr. Adrian, who was born in 1889, was awarded the Nobel Prize for Medicine in 1932; he won the Royal Medal of the Royal Society in 1934, and the Copley Medal in 1946. In 1942 he was awarded the Order of Merit.

* "A History of Western Philosophy," By Bertrand Russell. P. 383. (George Allen and Unwin Ltd.)

THE ROYAL TOUR OF CANADA: THEIR ROYAL HIGHNESSES' TWO-DAY VISIT TO THE CAPITAL, OTTAWA.



LISTENING ATTENTIVELY TO THE MAYOR OF OTTAWA, DR. CHARLOTTE WHITTON: PRINCESS ELIZABETH AND THE DUKE OF EDINBURGH ABOARD A LAUNCH WHICH WORE THE PRINCESS'S STANDARD DURING A TRIP ON THE OTTAWA RIVER ON OCTOBER 11.



AT GOVERNMENT HOUSE: A GENERAL VIEW OF THE STATE DINNER GIVEN BY THE GOVERNOR GENERAL, LORD ALEXANDER, IN HONOUR OF THE ROYAL VISITORS ON OCTOBER 10.



ARRIVING AT THE PARLIAMENT BUILDINGS TO A FANFARE OF TRUMPETS: THEIR ROYAL HIGHNESSES ATTENDING THE FORMAL PRESENTATION OF QUEEN MARY'S CARPET TO THE NATIONAL GALLERY OF CANADA.

THE first day of Princess Elizabeth and the Duke of Edinburgh's visit to Ottawa, during which they visited Parliament Buildings, where Princess Elizabeth presented Queen Mary's carpet to the nation, closed with a State dinner given by the Governor-General, Lord Alexander, at Government House. Princess Elizabeth wore a gold and white lace evening dress, the Garter Star and



WEARING A DIRNDL SKIRT AND PEASANT BLOUSE: PRINCESS ELIZABETH TAKING PART IN A CANADIAN SQUARE DANCE AT GOVERNMENT HOUSE BEFORE LEAVING FOR TORONTO.



WEARING A PLAID SHIRT, BLUE JEANS AND NECKERCHIEF: THE DUKE OF EDINBURGH JOINING IN THE SQUARE DANCING AT GOVERNMENT HOUSE.

Ribbon, a tiara and a diamond necklace, and in a speech said: "My husband and I are grateful and proud to have the opportunity of showing our admiration of this gallant nation, whose future and welfare in the Commonwealth will always be very close to our hearts." On the second day their Royal Highnesses had a trip by launch on the Ottawa River in the afternoon, after attending a luncheon given in their honour by the City Council, and in the evening were the guests of the Governor-General at Government House, where the Royal visitors joined in Canadian square dances specially arranged for their entertainment. The Princess and the Duke dressed in characteristic rural clothing for these dances.



TALKING TO VETERANS AND DISABLED MEN: PRINCESS ELIZABETH AFTER SHE HAD LAID A WREATH ON THE NATIONAL WAR MEMORIAL.



THEIR ROYAL HIGHNESSES AT PARLIAMENT BUILDINGS: PRINCESS ELIZABETH MAKING THE PRESENTATION OF QUEEN MARY'S CARPET TO THE NATION.

THE ROYAL TOUR OF CANADA: PRINCESS ELIZABETH AND THE DUKE OF EDINBURGH IN OTTAWA.



WATCHED BY THE DUKE OF EDINBURGH: PRINCESS ELIZABETH PLANTING A MAPLE-TREE IN THE GROUNDS OF GOVERNMENT HOUSE.



WITH THE GOVERNOR-GENERAL OF CANADA, LORD ALEXANDER, AND LADY ALEXANDER: PRINCESS ELIZABETH ON ARRIVAL IN OTTAWA AFTER A STRENUOUS PROGRAMME IN QUEBEC.



AFTER LAYING A WREATH AT THE FOOT OF THE NATIONAL WAR MEMORIAL IN OTTAWA: PRINCESS ELIZABETH AND THE DUKE OF EDINBURGH AS THE CENTRE OF AN IMPRESSIVE CEREMONY COMMEMORATING CANADA'S SACRIFICE IN TWO WORLD WARS.



GREETED BY THE MAYOR, DR. CHARLOTTE WHITTON, ON ARRIVAL AT LANSDOWNE PARK STADIUM: THEIR ROYAL HIGHNESSES' FIRST ENGAGEMENT IN OTTAWA.

After completing a strenuous round of engagements in Quebec, Princess Elizabeth and the Duke of Edinburgh arrived by train in Ottawa on October 10. Their Royal Highnesses were received by the Governor-General Lord Alexander, and Lady Alexander, the Prime Minister, Mr. St. Laurent, and Mrs. St. Laurent, and Dr. Charlotte Whitton, the Mayor of Ottawa. After Princess Elizabeth had inspected a guard of honour drawn from the three Services and presentations had been made the Royal visitors drove to Lansdowne Park, where they were given a hearty greeting by 13,000 children assembled in the stadium. A bouquet was



A ROYAL VISIT TO THE PUBLIC ARCHIVES: PRINCESS ELIZABETH AND THE DUKE OF EDINBURGH BEING SHOWN SOME INTERESTING DOCUMENTS BY DR. W. K. LAMB.

presented to Princess Elizabeth by Sheila Hamilton, aged three. Their Royal Highnesses then drove to the city centre, where they laid a wreath at the foot of the national war memorial and then talked for some time with veterans and disabled men. The Royal visitors then held a Press reception at Government House, where Princess Elizabeth planted a maple-tree and they then lunched privately with the Prime Minister. In the afternoon the Royal visitors went to Hull City Hall and then to Parliament Buildings for the presentation of Queen Mary's carpet to the National Gallery of Canada.

THE ROYAL VISITORS AT KINGSTON: THE COLLEGE; AND A PRESENTATION.



VISITED BY PRINCESS ELIZABETH AND THE DUKE OF EDINBURGH ON OCTOBER 12: THE ROYAL MILITARY COLLEGE, KINGSTON, ONTARIO, FOUNDED IN 1875; AN AIR VIEW, SHOWING THE BUILDINGS AND PLAYING FIELDS, AND BRIDGE (LEFT) TO KINGSTON.



WITH THE MAYOR OF KINGSTON, WHO PRESENTED HER ROYAL HIGHNESS WITH THE KEY OF THE CITY IN ALUMINIUM: PRINCESS ELIZABETH AND THE DUKE OF EDINBURGH, AFTER LEAVING THE ROYAL TRAIN.

PRINCESS ELIZABETH and the Duke of Edinburgh left the Royal train on October 12 to pay a visit to Kingston, which is about a mile from the station which serves it. They were welcomed by the Canadian Minister of Defence, Mr. Brooke Claxton, who presented the Mayor, Mr. C. A. Curtis, Mrs. Curtis, and others. The Royal couple visited the City Hall and then went to the Royal Military College, Kingston, founded in 1875, and reopened as a joint Service College in September, 1948. They inspected 350 cadets, and Princess Elizabeth took the salute at a march-past. The Royal Military College, Kingston, occupies a position similar to the British Sandhurst or the United States West Point.



AT THE SALUTING-BASE DURING A PARADE OF CADETS AT KINGSTON MILITARY COLLEGE: PRINCESS ELIZABETH, THE DUKE OF EDINBURGH, BRIGADIER AGNEW, COMMANDING OFFICER OF THE COLLEGE, AND MR. CLAXTON, CANADIAN MINISTER OF DEFENCE.



ARRIVING AT CITY HALL, TORONTO: PRINCESS ELIZABETH, ESCORTED BY THE MAYOR, MR. HIRAM MCCALLUM, FOLLOWED BY THE DUKE AND MRS. MCCALLUM.



IN THE SUNNYBROOK HOSPITAL, TORONTO, ON OCTOBER 13: PRINCESS ELIZABETH CHATTING WITH AN OLD SOLDIER WHO HAD FOUGHT IN KOREA AND IN OTHER CAMPAIGNS.



LISTENING TO AN ADDRESS OF WELCOME FROM THE MAYOR OF TORONTO: THE PRINCESS AND THE DUKE OF EDINBURGH AT THE CITY HALL.



PASSING THROUGH THE WROUGHT-IRON MEMORIAL GATES AT THE NORTH END OF THE PARADE GROUND: PRINCESS ELIZABETH AT TRENTON R.C.A.F. TRAINING-GROUND.



SCENE OF THE PRINCESS'S ONLY OFFICIAL VISIT TO THE ROYAL CANADIAN AIR FORCE: TRENTON AIRFIELD, WHERE SHE AND THE DUKE WITNESSED A PARADE OF 600 R.C.A.F. MEN AFTER WHICH A LANCASTER, SIX MITCHELL AND TWELVE MUSTANG AIRCRAFT FLEW OVER IN SALUTE.

October 12 was a crowded day for Princess Elizabeth and the Duke of Edinburgh. After visiting the Royal Military College, Kingston, they saw Canada's "University of the Air," the R.C.A.F. Training H.Q., Trenton, from whence they flew to Malton airport, outside Toronto, and went on to receive their first Canadian "big city" welcome. At Trenton they saw a splendid display and

were given a tumultuous greeting. The wrought-iron gates through which the Royal party are shown passing are known unofficially in the Force as the "pearly gates." Designed and made in Britain, they were presented by the Governments of Britain, Australia and New Zealand as a tribute to Canada's part in the wartime training plan. The Royal couple left Toronto on October 14.

PRINCESS ELIZABETH AND THE DUKE OF EDINBURGH AT TRENTON AIRFIELD, AND TORONTO: EPISODES AND EVENTS OF OCTOBER 12.

AN ARTIST OF THE CIVIL WAR: THE FIRST WILLIAM DOBSON SHOW.



SIR RICHARD FANSHAWE (1608-66), A DIPLOMATIST AND AUTHOR WHO JOINED THE ROYALISTS AT OXFORD. PAINTED c. 1643-44.
Lent by Captain Aubrey Fanshawe, R.N.



HENRY MORDAUNT, SECOND EARL OF PETERBOROUGH (1623?-97), WHO SERVED IN THE CIVIL WAR AND TOOK PART IN THE ROYALIST RISING OF 1647.
Lent by Colonel Nigel Stopford Sackville.



JOHN, FIRST BARON BYRON (D. 1652), WHO FOUGHT THROUGHOUT THE CIVIL WAR AND WAS LATER GOVERNOR OF THE DUKE OF YORK'S HOUSEHOLD. PAINTED c. 1644.
Lent by Lieut.-Colonel J. Leicester-Warren.



ELEANOR MANNERS, LADY ROCKINGHAM (D. 1679), DAUGHTER OF SIR GEORGE MANNERS OF HADDON HALL, SECOND WIFE OF LORD ROCKINGHAM.
Lent by Sir Michael Culme-Seymour, Bt.



LEWIS WATSON, FIRST BARON ROCKINGHAM (1584-1653), COURTIER AND FRIEND OF BUCKINGHAM: A LUKEWARM ROYALIST, HE LATER JOINED THE KING AT OXFORD.

Lent by Sir Michael Culme-Seymour, Bt.



LADY SALKELD, DAUGHTER OF EDMUND WEST OF MARS-WORTH AND SISTER OF LADY COTTERELL. INSCRIBED LATER WITH THE NAMES OF SITTER AND ARTIST.
Lent by Mr. T. Cottrell-Dormer.



THE PAINTER (CENTRE) WITH SIR CHARLES COTTERELL AND (?) SIR BALTHASAR GERBIER (LEFT), PAINTED c. 1643. THE IDENTITY OF THE LEFT-HAND FIGURE IS UNCERTAIN. [*Lent by Helen Duchess of Northumberland.*]

Continued.

who organised it, has resulted in the current Arts Council Loan exhibition which the Trustees and Director of the Tate agreed to show in London. During the Civil War Dobson painted the Royalist Court, and tradition says was Groom of the Privy Chamber and Serjeant-Painter to Charles I. Mr. Oliver Millar, Deputy-Surveyor of the King's Pictures, in the introduction to the catalogue, points out that, apart from their admirable technical qualities, Dobson's portraits of the King's

THE first one-man exhibition devoted to William Dobson (1611-1646) described by a contemporary as "the most excellent painter that England hath yet bred," opened at the Tate Gallery on Oct. 12, and will continue until Nov. 11. Fifteen of Dobson's works were shown in the Festival Exhibition, "Art During the Civil War," at Worcester, and the enthusiasm of Mr. Oliver Millar, [Continued below, left.



PORTRAITS OF AN OLD AND A YOUNGER MAN: PROBABLY PAINTED c. 1644. THE SITTERS' IDENTITIES ARE NOT ESTABLISHED.

Lent by The Viscountess Lee of Fareham.

officers convey in a peculiarly subtle way the different elements and aspirations among his followers—the bravado of the professional soldier, for instance, forms a contrast to the melancholy of Prince Rupert, and the high-minded aspect of Montrose. Little is known of Dobson's career, but the Venetian influence in his colour and brushwork suggests that he may have had access to Charles I.'s collection, with its unrivalled display of Venetian paintings.

I AM almost afraid that what I have recently seen in Germany may be too little to be worth putting on record and negligible as evidence of the state of the country. My best excuse is that I was, as it were, looking at a new country, even though one which I had seen so short a time ago that, in normal circumstances, little change would have been expected. My last visit took place some five years ago. The circumstances are, of course, quite abnormal, and the sense of change everywhere I looked was my prevailing impression. Then, for example, the humiliating cigarette was currency; not merely tips, but even services and goods were paid for with it. Now there seem to be more tobacconists than shops of any other kind. Their windows are bulging with cigars, such cigars, you may say in most cases, but they are popular in Germany. All the men, down to the black-faced coal-porters, seemed to be smoking them. That is only a trifle, but a significant one. The most important impression was, not that there were once again goods in the shops and in the people's hands, but that control of their destinies was passing back to the people. Everywhere I felt that in the air.

As my last article bears witness, I went to Germany in the first instance to attend the B.A.O.R. manoeuvres near Hanover. After that, I spent a brief holiday in entirely German surroundings. During the manoeuvres, though I tried to keep my eyes open to everything about me, my attention was naturally concentrated on the business in hand and often on finding my way on the map, because my German chauffeur knew only a few main roads. I therefore took in little enough of the life of the numerous small towns and village farming communities through which I passed hour after hour. It seemed to me that, whatever might be the case in the cities and large towns, the countryside was prosperous. The harvest has been good. The agricultural output has been greater than that of last year, and 5 or 6 per cent above that of the same area of Germany just before the war. To take one important item, milk production is up by 9 per cent. The people were well clad, though some of the children looked thin. The horses were in excellent condition. Equipment was largely modern, and mechanisation on the farm had increased, though not greatly. It was interesting to see bananas displayed in nearly every little town, where there could have been few whose incomes were more than modest. The price at the present rate of exchange was about 3d. each.

The only two cities of which I saw much were Hamburg and Hanover, the first one of the most heavily bombed in all Germany, the second having escaped a good deal more easily. The work of restoration accomplished in both, but in Hamburg especially, was remarkable. In Hamburg I could hardly credit my eyes. Apart from outstanding progress in the rehabilitation of bombed buildings of every type, new building had been carried out with amazing speed. Above all, a series of vast buildings, factories, offices, flats—including workmen's flats—had sprung up. How far the housing problem still remains from solution was evidenced by the great number of cottages hastily built of brick or wood,

A WINDOW ON THE WORLD.

SOME IMPRESSIONS OF WESTERN GERMANY.

By CYRIL FALLS,

Chichele Professor of the History of War, Oxford.

average speed is not high. I was still undetermined for a few days after my arrival. Then a friend suggested that I should try the Harz Mountains, only two hours in the train from Hanover and about five back to Hamburg, from which I should be flying home. I took the advice and set off for Bad Harzburg. I must begin by saying that I never regretted the decision, though I am sure the Black Forest, which I have never seen, is far finer country than the Harz. However, the Harz is fine enough. My hotel was small and not particularly luxurious, but the food was very good. North German cookery is not the

than would be the case in an English inn. I did, however, gather that some Germans profess to be unaware of certain matters which are obvious to most of us; for example, that if occupation costs are high, Western Germany has so far had the compensation that she has had to pay practically nothing besides for her defence. They would doubtless reply that this defence has hitherto been very fragile and not to be depended upon. When their own rearmament begins, I fancy they will prove hard bargainers. On the other hand, the belief that the Right Wing, even the various leagues of veteran soldiers, is anxious for rearmament is erroneous. These leagues are in some cases opposed to rearmament on any conditions. The British seemed the most popular of the occupying Powers, because their forces behaved best—and note that I was all the time in the British zone, where, if anywhere, criticism of the British might be expected.

Bad Harzburg is a spa and a holiday resort. Its principal street is full of shops which live to a great extent on the tourist trade. The goods on sale are of high quality, and the Herzog Wilhelm Strasse makes one think of a rougher and less luxurious Aix-les-Bains. Though not at all representative, it is a concentrated shop-window for luggage, handbags, jewellery, clocks and watches, sporting goods, toys, drink; tobacco, cakes, sweets and the like. Western Germany is alleged to have been importing too many goods which are not essential to a delicate economy. In the window of one wine-shop I noted that the following countries were represented by wines or spirits: Great Britain, France, Spain, Portugal, Holland, Italy, Greece, Cyprus and Chile, all at prices lower than in our country. Whether or not such importation is wise, whether or not it is likely to continue, it is evidence of the immense change that has taken place in the last five years. In a good many other instances the same story has to be told. There have been a certain number of British tourists in the Black Forest this year, and there may be more next year. I can confidently recommend the Harz also, though I am not altogether sure that I should choose it in the month of August, 1952. The Brocken looked rather too close.

In Bad Harzburg as well as in Hanover and Hamburg, the bookshops put on view a very high proportion of novels and biographies translated from the English, some American, but mostly British in origin. This is a curious side of Continental life. I have noticed it in France, Norway and Greece, and am told it is also to be seen in Italy, which I have not recently visited; these countries were all occupied by hostile forces, but I have observed it also in Spain, which was not. The standard of our fiction and biography does not seem to warrant the explanation that the choice of English literature is due to exceptionally high quality. Anyhow, up to quite recently our authors could presumably receive royalties only in blocked currency. We are,



"THE WORK OF RESTORATION ACCOMPLISHED . . . IN HAMBURG ESPECIALLY, WAS REMARKABLE. IN HAMBURG I COULD HARDLY CREDIT MY EYES": A BLOCK OF FLATS STARTED SIX WEEKS PREVIOUSLY IN THE SUBURB OF BARMBECK.

Hamburg was one of the chief targets in Allied raids on Germany and 270,000 dwellings out of a total of 500,000 were destroyed in the war. Reconstruction has since been carried on by day and night and 73,000 new dwellings have been built since the cessation of hostilities, the majority since the currency reform in 1948. Flats are being constructed from the rubble that the bombers left and are going up at an astounding speed. Blocks of flats have been occupied in eight weeks and the average time for building a block to house 200 families is ten weeks.

refined cuisine of the greater part of France, still less of its most famous regions, but it is sound and plentiful. The helpings of beef, mutton, veal, ham, venison and sausage were startling in size. Above all, the quality was high. The *charcuterie* never aroused the sickening doubt which assails one in this country when, nothing else being available, one is forced to sample it. I drank mostly sound, if rather rough, wine of the Mosel, or Moselle.

I could not have faced the big dishes put before me without taking a great deal of exercise. It is a splendid district for walking, and that is what I did all the time, apart from one coach trip. The weather, mixed during the period of the manoeuvres, was gracious to my holiday, and on several days magnificent for the season. Half-an-hour's climb would take me up on to the crests, where the tracks and paths, the latter sometimes grass-grown, often ran on a comparative level for several miles. From various points on the upper ground I could see the celebrated Brocken, the highest point, though only about 3700 ft. On some days it looked very close at hand, though actually at least ten miles away, and it lies well within the Russian zone, which is separated from the British by a narrow neutralised belt. The summer season for German tourists was nearly over and that for those who come for winter sports still from three to four months ahead. On the longest walk I took I met only one human being from the moment that I got clear of the outskirts of Bad Harzburg until I returned to them nearly four hours later. But there were deer, red squirrels (which one hardly sees nowadays in the south of England) and birds of many kinds. I was at the edge of the Harz, so that I had wonderful views over the plain as well as the hills.

If I found solitude on my walks, this was not the case in the evening. My hotel was the resort of many townspeople, and some, perhaps bachelors, appeared for most of their midday and evening meals. This, by the way, I always consider to be a good advertisement for a hotel. Others, whose faces I got to know, came in to drink a "chaser" of schnapps and beer. Talk had no more to do with politics or world affairs



"IT WAS INTERESTING TO SEE BANANAS DISPLAYED IN NEARLY EVERY LITTLE TOWN, WHERE THERE COULD HAVE BEEN FEW WHOSE INCOMES WERE MORE THAN MODEST. THE PRICE AT THE PRESENT RATE OF EXCHANGE WAS ABOUT 3D. EACH": A FRUIT STALL IN HAMBURG.

especially on the outskirts of the city; but these were tolerable homes. The poorer housewives complain bitterly of the price of food, as in many other countries. Clothes are also dear, though there was nothing to be surprised about in the high prices of woollens. Costs are not easy to estimate when one thinks in terms of British currency because, according to many observers, the present rate of exchange does not represent realities. By this standard the German mark, at 11.80 to the pound, is more or less the equivalent of the Swiss franc. Yet, even if the mark stands higher than it should, to the visitor Western Germany is a cheaper country than Switzerland, or, for that matter, France.

At the end of the manoeuvres it had been my original intention to visit the Black Forest. By the time I left England, however, I had begun to ask myself whether such a long and tiresome journey was worth while for a stay which was not to exceed ten days at most. The train service has still a lot of leeway to make up, and even on the main lines the



"THE *Charcuterie* NEVER AROUSED THE SICKENING DOUBT WHICH ASSAILS ONE IN THIS COUNTRY WHEN, NOTHING ELSE BEING AVAILABLE, ONE IS FORCED TO SAMPLE IT": A SAUSAGE STALL IN HAMBURG.

however, certainly afforded by this means the possibility of presenting our point of view to the Germans, and those of Western Germany seem to be interested in it. The Press gave British news in detail. It was guarded about Abadan, but I fear this stands for a moral disaster in Germany as elsewhere.

Ending my article, I am conscious of what I feared at the beginning would be inevitable, an air of superficiality. It may, however, be useful in a humble way, because those who write better-informed and more factual articles are often so well acquainted with the country that they forget how little their readers know of it. (It may be retorted that we have very large forces there and that they are constantly changing over, but except for a small, highly-intelligent and curious proportion, I should say that they knew remarkably little about the country.) Anyhow, for good or ill, here are some casual impressions of a State which has been split in two, and of the half of it which is rapidly becoming a State in itself.

EVENTS ABROAD WITH REPERCUSSIONS AT HOME, AND PEACEFUL PURSUITS IN ROME AND BERLIN.



DECLARING HIS SUPPORT OF OIL NATIONALISATION: THE SHAH OF PERSIA OPENING THE NEW SESSION OF THE SENATE IN TEHRAN ON OCTOBER 7.

When opening the new session of the Senate in Teheran on October 7, the Shah of Persia publicly announced his support of his Government's seizure of the Anglo-Iranian Oil Company's property. He said: "I am very glad that as a result of the close co-operation between the two Houses of Parliament and the Government, important steps have been taken for the recovery of the rights and interests of Persia and that oil nationalisation has become law."



DENOUNCING THE ANGLO-EGYPTIAN TREATY OF 1936: NAHAS PASHA, ADDRESSING THE CHAMBER OF DEPUTIES, WHEN HIS SPEECH WAS RECEIVED WITH THUNDEROUS APPLAUSE.

On October 8 Nahas Pasha, Prime Minister of Egypt, perhaps encouraged by the departure of British nationals from Abadan under threat of expulsion, tabled decrees in the Chamber of Deputies to end the law ratifying the Anglo-Egyptian Treaty of 1936 and the agreements of 1899 concerning the Sudan. He also tabled a decree seeking to establish a Sudan constitution and amend King Farouk's title. The British Foreign Secretary (Mr. Herbert Morrison) issued a statement taking the "strongest exception" to these proposals.



ARRIVING IN THE U.S.A. TO STATE PERSIA'S CASE BEFORE THE SECURITY COUNCIL: DR. MOUSSADEK BEING ESCORTED FROM HIS AIRCRAFT AT IDLEWILD AIRPORT, NEW YORK. Dr. Moussadek, Prime Minister of Persia, left Teheran by air on October 7 for New York accompanied by a large staff of advisers and by his son and daughter. He arrived at Idlewild Airport, New York, on October 8, where he was greeted by the Persian Ambassador in Washington, Mr. Nasrollah Entezam.



DEALING "SYMBOLIC" BLOWS WITH PICKAXES AT THE WALLS OF THE FORMER BRITISH KASR-EL-NIL BARRACKS IN CAIRO, WHICH ARE NOW BEING PULLED DOWN: THE MINISTER OF PUBLIC WORKS, OSMAN MOHARRAM PASHA, WITH THE ACTING MINISTER FOR WAR.



CREATING AN ENGLISH GARDEN IN THE HEART OF BERLIN: WORK IN PROGRESS ON A NEW PROJECT IN THE TIERGARTEN, NOT FAR FROM THE 1870 VICTORY COLUMN. At the suggestion of Major-General G. K. Bourne, British Commandant in Berlin, an English garden is being made in the Tiergarten. This former Imperial park was ruined during the war and is now being replanted, the English garden being part of the new landscaping. As can be seen, it will include a pond with two small islands.



A NEW LIFE FOR THE COLOSSEUM: THE GREAT ARENA, ONCE THE SCENE OF MARTYRDOMS AND GLADIATORIAL COMBATS, FILLED WITH MUSIC-LOVERS FOR A VERDI CONCERT. The great Flavian Amphitheatre in Rome, better known as the Colosseum, was recently used—it is believed for the first time—as an open-air concert arena, when Signor de Fabritius directed an orchestral concert of Verdi's music there. The Colosseum was begun by the Emperor Vespasian, consecrated by Titus in A.D. 80 and finished by Domitian.

THE U.N. "AUTUMN OFFENSIVE" IN KOREA: BATTLE SCENES, AND A GIANT U.S. AIRCRAFT.



FIRING 25-POUNDERS IN SUPPORT OF ADVANCING AUSTRALIAN TROOPS: NEW ZEALAND GUNNERS, ALMOST HIDDEN BY SMOKE, DURING THE U.N. OFFENSIVE AT THE BEGINNING OF OCTOBER.



THE HEAT OF BATTLE: MORTAR DETACHMENTS OF THE KING'S OWN SCOTTISH BORDERERS AND THE ROYAL NORTHUMBERLAND FUSILIERS FIRING 3-INCH MORTARS.



GETTING A CLOSE-UP VIEW OF THE VAST INTERIOR OF A U.S. DOUGLAS GLOBEMASTER II.: SPECTATORS AT AN AIRBASE IN JAPAN. THIS GIANT AIRCRAFT WILL CARRY APPROXIMATELY 30 TONS OF CARGO ON THE KOREAN AIRLIFT.



SHOWING THE VAST CARGO-CARRYING CAPACITY OF THE U.S. DOUGLAS GLOBEMASTER II.: THE GREAT CARGO HOLD, WHICH CAN CARRY LOADED TRUCKS.



COMMANDING THE BRITISH COMMONWEALTH DIVISION IN KOREA: MAJOR-GENERAL A. J. H. CASSELS AT THE WHEEL OF A JEEP LEAVES AN ADVANCE OBSERVATION POST.

While discussions on a resumption of the Korean armistice talks were still being carried on in the early days of October, the British Commonwealth Division led a new Allied offensive in central Korea. Among the five divisions engaged were British, American, Canadian, Australian, New Zealand, Greek, Turkish, Filipino and South Korean troops. On October 8 General Van Fleet, commander of the Eighth Army, is reported to have said that a large toll had been taken of the Communist troops during the limited offensive which, besides improving the



COMMANDING A BRITISH ARMOURD UNIT IN KOREA: MAJOR SIR GUY LOWTHER, 8TH HUSSARS (CENTRE), SITTING ATOP A BIG ARMOURD VEHICLE DURING THE OFFENSIVE.

Allied positions, lessened the enemy's capacity to launch a surprise attack. On October 10 U.N. and Communist liaison officers met at the mud-hut village of Panmunjom for talks aimed at reopening the armistice negotiations which were suspended seven weeks previously. A suggestion that the Allied "autumn offensive" might rest on its recently won positions was made by General Van Fleet, in sending a message of warm congratulation to British Commonwealth forces on the "highly successful completion of their first major offensive as a division."



THE GREAT CO-ORDINATOR OF THE ARMED MIGHT OF THE UNITED STATES AND A RECENT VISITOR TO THE NORTH ATLANTIC TREATY ORGANISATION COUNTRIES: GENERAL OMAR N. BRADLEY.

General Omar Bradley is the Chairman of the U.S. Joint Chiefs of Staff Committee and has recently been paying visits to the countries of the North Atlantic Treaty Organisation. While at S.H.A.P.E. in Paris he had a reunion with Field Marshal Montgomery, to whom he was originally subordinate in the invasion of Normandy, and the somewhat strained relations to which General Bradley referred in his

recent military memoirs are believed to have been eased. General Bradley was born at Clark, Missouri, in 1893 and educated at the United States Military Academy. He was commissioned in 1915. He commanded the U.S. 2nd Corps in Tunisia and the First Army in Normandy. Our photograph shows him as a four-star General, but he was promoted to five-star rank last September.

Portrait study by Fabian Bachrach, Massachusetts.

LONDON BOROUGHES

- BATTERSEA NORTH : Soc. majority, 15,678.
 *BATTERSEA SOUTH : Co-op. and Soc. majority, 368.
 BERMONDSEY : Soc. majority, 20,054.
 BETHNAL GREEN : Co-op. and Soc. majority, 10,804.
 *CAMBERWELL, DULWICH : Soc. majority, 1325.
 CAMBERWELL, PECKHAM : Soc. majority, 19,300.
 CHELSEA : Con. majority, 13,484.
 THE CITIES OF LONDON AND WESTMINSTER : Con. majority, 17,823.
 DEPTFORD : Soc. majority, 14,900.
 *FULHAM EAST : Soc. majority, 2765.
 *FULHAM WEST : Soc. majority, 2849.
 GREENWICH : Soc. majority, 11,124.
 HACKNEY SOUTH : Soc. majority, 20,716.
 *HAMMERSMITH NORTH : Soc. majority, 2940.
 *HAMMERSMITH SOUTH : Co-op. and Soc. majority, 2664.
 HAMPSTEAD : Con. majority, 12,576.
 *HOLBORN AND ST. PANCRAS SOUTH : Soc. majority, 1230.
 ISLINGTON EAST : Soc. majority, 8092.
 ISLINGTON NORTH : Soc. majority, 9419.
 ISLINGTON SOUTH-WEST : Soc. majority, 17,189.
 KENSINGTON NORTH : Soc. majority, 3624.
 KENSINGTON SOUTH : Con. majority, 24,868.
 LAMBETH, BRIXTON : Soc. majority, 5058.
 *LAMBETH, NORWOOD : Con. majority, 2075.
 LAMBETH, VAUXHALL : Soc. majority, 13,370.
 *LEWISHAM NORTH : Con. majority, 2491.
 LEWISHAM SOUTH : Soc. majority, 7774.
 *LEWISHAM WEST : Con. majority, 2195.
 PADDINGTON NORTH : Soc. majority, 3790.
 PADDINGTON SOUTH : Con. majority, 6823.
 POPLAR : Soc. majority, 24,668.
 ST. MARYLEBONE : Con. majority, 13,420.
 ST. PANCRAS NORTH : Soc. majority, 10,135.
 SHOREDITCH AND FINSBURY : Soc. majority, 14,631.
 SOUTHWARK : Soc. majority, 22,378.
 STEPNEY : Soc. majority, 27,237.
 STOKE NEWINGTON AND HACKNEY NORTH : Soc. majority, 14,314.
 *WANDSWORTH CENTRAL : Soc. majority, 2049.
 *WANDSWORTH, CLAPHAM : Soc. majority, 1206.
 WANDSWORTH, PUTNEY : Con. majority, 5692.
 WANDSWORTH, STREATHAM : Con. majority, 11,336.
 WOOLWICH EAST : Soc. majority, 12,370.
 By-election (June 1951), Soc. majority, 7352.
 *WOOLWICH WEST : Con. majority, 139.

ENGLISH BOROUGHES

- ACCRINGTON : Soc. majority, 4273.
 *ACTON : Soc. majority, 2635.
 ALTRINCHAM AND SALE : Con. majority, 14,299.
 *ASHTON-UNDER-LYNE : Soc. majority, 924.
 BARKING : Soc. majority, 20,030.
 BARNLEY : Soc. majority, 31,209.
 BARROW-IN-FURNESS : Soc. majority, 9549.
 BATH : Con. majority, 3730.
 BATLEY AND MORLEY : Soc. majority, 9885.
 BEBINGTON : Con. majority, 3219.
 BECKENHAM : Con. majority, 19,379.
 *BEXLEY : Con. majority, 133.
 BILSTON : Co-op. and Soc. majority, 12,061.
 BIRKENHEAD : Soc. majority, 6129.
 BIRMINGHAM, ASTON : Soc. majority, 12,041.
 BIRMINGHAM, EDGBASTON : Con. majority, 11,892.
 BIRMINGHAM, ERDINGTON : Soc. majority, 5410.
 BIRMINGHAM, HALL GREEN : Con. majority, 3853.
 BIRMINGHAM, HANDSWORTH : Con. majority, 5472.
 By-election (Nov. 1950), Con. majority, 8231.
 BIRMINGHAM, KING'S NORTON : Con. majority, 5593.
 BIRMINGHAM, LADYWOOD : Soc. majority, 9532.
 BIRMINGHAM, NORTHFIELD : Soc. majority, 6740.
 BIRMINGHAM, PERRY BAR : Soc. majority, 8006.
 BIRMINGHAM, SMALL HEATH : Co-op. and Soc. majority, 16,429.
 BIRMINGHAM, SPARKBROOK : Soc. majority, 9675.
 BIRMINGHAM, STECHFORD : Soc. majority, 12,378.
 BIRMINGHAM, YARDLEY : Soc. majority, 3911.
 BLACKBURN EAST : Soc. majority, 4818.
 *BLACKBURN WEST : Con. majority, 1879.
 BLACKPOOL NORTH : Con. majority, 16,347.
 BLACKPOOL SOUTH : Con. majority, 12,610.
 BLYTH : Soc. majority, 26,580.
 BOLTON EAST : Soc. majority, 3709.
 BOLTON WEST : Soc. majority, 5048.
 BOOTLE : Soc. majority, 3799.
 BOURNEMOUTH EAST AND CHRISTCHURCH : Con. majority, 14,887.
 BOURNEMOUTH WEST : Con. majority, 13,072.
 BRADFORD CENTRAL : Soc. majority, 11,447.
 BRADFORD EAST : Soc. majority, 15,167.
 *BRADFORD NORTH : Con. and Nat. Lib. majority, 2111.
 BRADFORD SOUTH : Soc. majority, 5346.
 *BRENTFORD AND CHISWICK : Con. majority, 857.
 *BRIGHOUSE AND SPENBOROUGH : Soc. majority, 2132.
 By-election (May 1950), Soc. majority, 437.
 BRIGHTON, KEMPTOWN : Con. majority, 3001.
 BRIGHTON, PAVILION : Con. majority, 14,653.
 BRISTOL CENTRAL : Soc. majority, 12,428.
 BRISTOL NORTH-EAST : Co-op. and Soc. majority, 4374.
 *BRISTOL NORTH-WEST : Con. majority, 2490.
 BRISTOL SOUTH : Soc. majority, 10,893.
 BRISTOL SOUTH-EAST : Soc. majority, 16,803.
 By-election (Dec. 1950), Soc. majority, 7349.
 BRISTOL WEST : Con. majority, 12,243.
 By-election (Feb. 1951), Con. majority, 17,144.
 BROMLEY : Con. majority, 10,688.
 BURNLEY : Soc. majority, 7049.
 *BURY AND RADCLIFFE : Con. majority, 780.
 CAMBRIDGE : Con. majority, 4854.
 CARLISLE : Soc. majority, 5181.
 CHELTENHAM : Con. majority, 4982.
 CHESTERFIELD : Soc. majority, 16,683.
 COVENTRY EAST : Soc. majority, 13,453.
 COVENTRY NORTH : Soc. majority, 11,117.
 COVENTRY SOUTH : Soc. majority, 6092.
 CROSBY : Con. majority, 12,944.

ENGLISH BOROUGHES (Cont.)

- CROYDON EAST : Con. majority, 8581.
 CROYDON NORTH : Con. majority, 9304.
 *CROYDON WEST : Con. majority, 987.
 DAGENHAM : Soc. majority, 31,735.
 DARLINGTON : Soc. majority, 6107.
 DARTFORD : Co-op. and Soc. majority, 13,638.
 DERBY NORTH : Soc. majority, 7430.
 DERBY SOUTH : Soc. majority, 12,960.
 DEWSBURY : Soc. majority, 11,265.
 *DONCASTER : Soc. majority, 878.
 DROYLSDEN : Co-op. and Soc. majority, 4136.
 DUDLEY : Soc. majority, 13,031.
 *EALING NORTH : Co-op. and Soc. majority, 2404.
 EALING SOUTH : Con. majority, 11,202.
 EAST HAM NORTH : Co-op. and Soc. majority, 8641.
 EAST HAM SOUTH : Co-op. and Soc. majority, 12,046.
 ECCLES : Soc. majority, 5223.
 EDMONTON : Soc. majority, 11,572.
 ENFIELD EAST : Soc. majority, 10,903.
 ENFIELD WEST : Con. majority, 9193.
 ETON AND SLOUGH : Soc. majority, 4393.
 EXETER : Con. majority, 3204.
 FINCHLEY : Con. majority, 12,579.
 *GATESHEAD EAST : Soc. majority, 1719.
 GATESHEAD WEST : Soc. majority, 9212.
 *GILLINGHAM : Con. majority, 2080.
 GLOUCESTER : Soc. majority, 4494.
 GOSPORT AND FAREHAM : Con. majority, 10,584.
 GRIMSBY : Soc. majority, 6412.
 HALIFAX : Soc. majority, 8344.
 HARROW CENTRAL : Con. majority, 6536.
 *HARROW EAST : Con. majority, 1464.
 HARROW WEST : Con. majority, 11,773.
 By-election (April 1951), Con. majority, 13,949.
 THE HARTLEPOOLS : Soc. majority, 5236.
 HASTINGS : Con. majority, 12,432.
 HAYES AND HARLINGTON : Soc. majority, 11,272.
 *HENDON NORTH : Con. majority, 2255.
 HENDON SOUTH : Con. majority, 9528.
 HESTON AND ISLEWORTH : Con. majority, 4279.
 *HORNCHURCH : Soc. majority, 1767.
 HORNSEY : Con. majority, 11,095.
 HOVE : Con. majority, 21,957.
 HUDDERSFIELD EAST : Soc. majority, 5233.
 HUDDERSFIELD WEST : Lib. majority, 6914.
 ILFORD NORTH : Con. majority, 8565.
 ILFORD SOUTH : Con. majority, 4529.
 IPSWICH : Soc. majority, 4393.
 KEIGHLEY : Soc. majority, 5581.
 KINGSTON-UPON-HULL CENTRAL : Soc. majority, 11,400.
 KINGSTON-UPON-HULL EAST : Soc. majority, 12,915.
 KINGSTON-UPON-HULL, HALTEMPRICE : Con. majority, 5326.
 *KINGSTON-UPON-HULL NORTH : Con. majority, 770.
 KINGSTON-UPON-THAMES : Con. majority, 15,657.
 LEEDS CENTRAL : Soc. majority, 10,679.
 LEEDS NORTH : Con. majority, 12,748.
 LEEDS NORTH-EAST : Soc. majority, 6819.
 LEEDS NORTH-WEST : Con. majority, 9599.
 LEEDS SOUTH : Soc. majority, 15,359.
 LEEDS SOUTH-EAST : Soc. majority, 8732.
 LEEDS WEST : Soc. majority, 4515.
 LEICESTER NORTH-EAST : Soc. majority, 10,397.
 By-election (Sept. 1950), Soc. majority, 5135.
 LEICESTER NORTH-WEST : Soc. majority, 7593.
 LEICESTER SOUTH-EAST : Con. majority, 6141.
 LEICESTER SOUTH-WEST : Soc. majority, 8672.
 LEIGH : Soc. majority, 14,600.
 LEYTON : Soc. majority, 11,650.
 LINCOLN : Soc. majority, 3753.
 LIVERPOOL, EDGE HILL : Soc. majority, 3004.
 LIVERPOOL EXCHANGE : Soc. majority, 5342.
 LIVERPOOL, GARSTON : Con. majority, 14,303.
 *LIVERPOOL, KIRKDALE : Soc. majority, 628.
 LIVERPOOL, SCOTLAND : Soc. majority, 13,847.
 *LIVERPOOL, TOXTETH : Con. majority, 2620.
 LIVERPOOL, WALTON : Con. majority, 4267.
 LIVERPOOL, WAVERTREE : Con. majority, 7605.
 *LIVERPOOL, WEST DERBY : Con. majority, 2032.
 *LUTON : Lib. and Con. majority, 1086.
 MANCHESTER, ARDWICK : Soc. majority, 4733.
 *MANCHESTER, BLACKLEY : Soc. majority, 42.
 MANCHESTER, CHEETHAM : Soc. majority, 9831.
 MANCHESTER, CLAYTON : Soc. majority, 14,328.
 MANCHESTER, EXCHANGE : Soc. majority, 4619.
 MANCHESTER, GORTON : Soc. majority, 9524.
 MANCHESTER, MOSS SIDE : Con. majority, 8578.
 MANCHESTER, WITHINGTON : Con. majority, 8611.
 MANCHESTER, WYTHENSHAW : Con. majority, 5584.
 *MERTON AND MORDEN : Con. majority, 2793.
 MIDDLESBROUGH EAST : Soc. majority, 16,783.
 MIDDLESBROUGH WEST : majority, Soc. 3833.
 MITCHAM : Con. majority, 4826.
 NELSON AND COLNE : Soc. majority, 4242.
 NEWCASTLE-UNDER-LYME : Soc. majority, 8117.
 NEWCASTLE-ON-TYNE CENTRAL : Soc. majority, 11,623.
 NEWCASTLE-ON-TYNE EAST : Soc. majority, 5828.
 NEWCASTLE-ON-TYNE NORTH : Con. majority, 8465.
 NEWCASTLE-ON-TYNE WEST : Soc. majority, 9281.
 NORTHAMPTON : Soc. majority, 7282.
 NORWICH NORTH : Soc. majority, 13,194.
 *NORWICH SOUTH : Con. majority, 2325.
 *NOTTINGHAM CENTRAL : Soc. majority, 1750.
 *NOTTINGHAM EAST : Soc. majority, 2325.
 NOTTINGHAM NORTH-WEST : Soc. majority, 17,207.
 *NOTTINGHAM SOUTH : Co-op. and Soc. majority, 1641.
 *OLDBURY AND HALESOWEN : Soc. majority, 11,098.
 *OLDHAM EAST : Soc. majority, 393.
 OLDHAM WEST : Soc. majority, 4793.
 OXFORD : Con. majority, 3606.
 By-election (Nov. 1950), Con. majority, 7198.
 PLYMOUTH, DEVONPORT : Soc. majority, 3483.
 *PLYMOUTH, SUTTON : Soc. majority, 924.
 PONTEFRAC : Soc. majority, 24,001.
 POOLE : Con. majority, 6513.
 PORTSMOUTH, LANGSTONE : Con. majority, 11,786.

ENGLISH BOROUGHES (Cont.)

- PORTSMOUTH SOUTH : Con. majority, 13,579.
 *PORTSMOUTH WEST : Con. majority, 945.
 *PRESTON NORTH : Con. majority, 938.
 *PRESTON SOUTH : Soc. majority, 149.
 *PUDSEY : Con. majority, 64.
 *READING NORTH : Soc. majority, 527.
 *READING SOUTH : Soc. majority, 2254.
 RICHMOND : Con. majority, 13,669.
 ROCHDALE : Soc. majority, 4276.
 *ROCHESTER AND CHATHAM : Soc. majority, 477.
 *ROMFORD : Con. majority, 1269.
 *ROSSENDALE : Soc. majority, 2113.
 ROTHERHAM : Soc. majority, 16,467.
 ROWLEY REGIS AND TIPTON : Soc. majority, 18,896.
 RUISLIP-NORTHWOOD : Con. majority, 9509.
 ST. HELENS : Soc. majority, 18,773.
 SALFORD EAST : Soc. majority, 8158.
 SALFORD WEST : Soc. majority, 5292.
 SHEFFIELD, ATTERCLIFFE : Soc. majority, 18,541.
 SHEFFIELD, BRIGHTSIDE : Soc. majority, 19,406.
 SHEFFIELD, HALLAM : Con. and Lib. majority, 16,715.
 SHEFFIELD, HEELEY : Con. and Lib. majority, 8704.
 SHEFFIELD, HILLSBOROUGH : Co-op. and Soc. majority, 9312.
 SHEFFIELD, NEEPSSEND : Soc. majority, 19,006.
 By-election (April 1950), Soc. majority, 13,715.
 SHEFFIELD, PARK : Soc. majority, 16,880.
 SMETHWICK : Soc. majority, 11,197.
 SOUTHAL : Soc. majority, 8715.
 SOUTHAMPTON, ITCHEN : Soc. majority, 5213.
 *SOUTHAMPTON, TEST : Soc. majority, 1389.
 *SOUTHEND EAST : Con. majority, 2165.
 SOUTHEND WEST : Con. majority, 18,746.
 SOUTHGATE : Con. majority, 19,279.
 SOUTHPORT : Con. majority, 15,607.
 SOUTH SHIELDS : Soc. majority, 17,555.
 STOCKPORT NORTH : Con. majority, 3628.
 *STOCKPORT SOUTH : Con. majority, 2182.
 STOCKTON-ON-TEES : Soc. majority, 6980.
 STOKE-ON-TRENT CENTRAL : Soc. majority, 16,547.
 STOKE-ON-TRENT NORTH : Soc. majority, 22,249.
 STOKE-ON-TRENT SOUTH : Soc. majority, 19,702.
 STRETFORD : Con. majority, 5603.
 SUNDERLAND NORTH : Soc. majority, 7347.
 SUNDERLAND SOUTH : Soc. majority, 5180.
 SUTTON AND CHEAM : Con. majority, 11,494.
 SWINDON : Soc. majority, 8279.
 TORQUAY : Con. majority, 14,866.
 TOTTENHAM : Co-op. and Soc. majority, 14,039.
 TWICKENHAM : Con. majority, 13,669.
 TYNEMOUTH : Con. majority, 5637.
 WAKEFIELD : Soc. majority, 10,071.
 WALLASEY : Con. majority, 14,915.
 WALLSEND : Soc. majority, 12,147.
 WALSALL : Soc. majority, 7783.
 WALTHAMSTOW EAST : Soc. majority, 3272.
 WALTHAMSTOW WEST : Soc. majority, 12,107.
 WARRINGTON : Soc. majority, 8752.
 *WATFORD : Soc. majority, 1457.
 WEDNESBURY : Soc. majority, 15,454.
 WEMBLEY NORTH : Con. majority, 7443.
 WEMBLEY SOUTH : Con. majority, 3669.
 WEST BROMWICH : Soc. majority, 14,867.
 WEST HAM NORTH : Soc. majority, 21,159.
 WEST HAM SOUTH : Soc. majority, 31,332.
 WIGAN : Soc. majority, 17,013.
 WILLESDEN EAST : Soc. majority, 3341.
 WILLESDEN WEST : Soc. majority, 16,115.
 WIMBLEDON : Con. majority, 20,043.
 WOLVERHAMPTON NORTH-EAST : Soc. majority, 14,643.
 *WOLVERHAMPTON SOUTH-WEST : Con. majority, 691.
 WOODFORD : Con. majority, 18,499.
 WOOD GREEN : Co-op. and Soc. majority, 8467.
 WORCESTER : Con. majority, 4340.
 WORTHING : Con. majority, 19,447.
 *YORK : Con. majority, 77.

ENGLISH COUNTIES

BEDFORDSHIRE

- *BEDFORD : Con. majority, 2108.
 *MID-BEDFORDSHIRE : Con. majority, 2159.
 *SOUTH BEDFORDSHIRE : Soc. majority, 1524.

BERKSHIRE

- ABINGDON : Con. majority, 3862.
 NEWBURY : Con. majority, 6236.
 WINDSOR : Con. majority, 9212.
 WOKINGHAM : Con. majority, 10,316.

BUCKINGHAMSHIRE

- AYLESBURY : Con. majority, 3361.
 *BUCKINGHAM : Soc. majority, 1654.
 *BUCKINGHAMSHIRE SOUTH : Con. majority, 15,476.
 *WYCOMBE : Soc. majority, 476.
 *CAMBRIDGESHIRE : Con. majority, 2800.

CHESHIRE

- CHEADLE : Con. majority, 17,351.
 CITY OF CHESTER : Con. majority, 7639.
 CREWE : Soc. majority, 3626.
 KNUTSFORD : Con. majority, 16,913.
 MACCLESFIELD : Con. majority, 6562.
 NORTHWICH : Con. majority, 5278.
 RUNCORN : Con. majority, 8082.
 *STALYBRIDGE AND HYDE : Soc. majority, 1843.
 WIRRAL : Con. majority, 13,239.

CORNWALL

- BODMIN : Con. majority, 7792.
 *FALMOUTH AND CAMBORNE : Soc. majority, 1991.
 CORNWALL NORTH : Con. majority, 3072.
 ST. IVES : Con. and Nat. Lib. majority, 5535.
 TRURO : Con. majority, 3293.
 CUMBERLAND
 PENRITH AND THE BORDER : Con. majority, 8881.
 WHITEHAVEN : Soc. majority, 7617.
 WORKINGTON : Soc. majority, 11,095.

HOW THE LAST PARLIAMENT WAS MADE UP: THE RESULTS OF THE 1950 ELECTION AND BY-ELECTIONS.

*The asterisk indicates seats held with a majority of less than 3000.

ENGLISH COUNTIES (cont.)

DERBYSHIRE

BELPER : Soc. majority, 9323.
 BOLSOVER : Soc. majority, 25,833.
 *HIGH PEAK : Con. majority, 2807.
 ILKESTON : Soc. majority, 28,233.
 DERBYSHIRE NORTH-EAST : Soc. majority, 16,396.
 DERBYSHIRE SOUTH-EAST : Soc. majority, 5250.
 DERBYSHIRE WEST : Con. majority, 6537.

DEVON

DEVON NORTH : Con. majority, 6084.
 HONITON : Con. majority, 15,951.
 TAVISTOCK : Con. majority, 8493.
 TIVERTON : Con. majority, 8551.
 TORRINGTON : Nat. Lib. and Con. majority, 9539.
 TOTNES : Con. majority, 10,337.

DORSET

*DORSET NORTH : Con. majority, 97.
 *DORSET SOUTH : Con. majority, 2543.
 DORSET WEST : Con. majority, 6804.

DURHAM

BISHOP AUCKLAND : Soc. majority, 11,370.
 BLAYDON : Soc. majority, 15,571.
 CHESTER-LE-STREET : Soc. majority, 24,969.
 CONSETT : Soc. majority, 22,273.
 DURHAM : Soc. majority, 19,121.
 EASINGTON : Soc. majority, 29,395.
 HOUGHTON-LE-SPRING : Soc. majority, 25,362.
 JARROW : Soc. majority, 16,856.
 DURHAM NORTH-WEST : Soc. majority, 17,554.
 SEDGEFIELD : Soc. majority, 11,164.
 ISLE OF ELY : Con. majority, 4963.

ESSEX

BILLERICAY : Con. majority, 4366.
 CHELMSFORD : Con. majority, 4859.
 *COLCHESTER : Con. majority, 931.
 EPPING : Con. majority, 3907.
 HARWICH : Nat. Lib. majority, 6058.
 *MALDON : Soc. majority, 1724.
 SAFFRON WALDEN : Con. majority, 4889.
 THURROCK : Soc. majority, 9587.

GLOUCESTERSHIRE

CIRENCESTER AND TEWKESBURY : Con. majority, 8282.
 GLOUCESTERSHIRE SOUTH : Soc. majority, 6138.
 GLOUCESTERSHIRE WEST : Soc. majority, 9101.
 *STROUD AND THORNBURY : Con. majority, 28.

HAMPSHIRE

ALDERSHOT : Con. majority, 6172.
 BASINGSTOKE : Con. majority, 4894.
 NEW FOREST : Con. majority, 12,441.
 PETERSFIELD : Con. majority, 11,929.
 WINCHESTER : Con. majority, 7507.

HEREFORDSHIRE

HEREFORD : Con. majority, 7129.
 LEOMINSTER : Con. majority, 9634.

HERTFORDSHIRE

BARNET : Con. majority, 10,534.
 HEMEL HEMPSTEAD : Con. majority, 6857.
 HERTFORD : Con. majority, 5750.
 HERTFORDSHIRE SOUTH-WEST : Con. majority, 8695.
 *HITCHIN : Con. majority, 1751.
 *ST. ALBANS : Con. majority, 2382.
 HUNTINGDONSHIRE : Nat. Lib. and Con. maj., 5455.

KENT

ASHFORD : Con. majority, 6147.
 CANTERBURY : Con. majority, 11,928.
 *CHISLEHURST : Con. majority, 167.
 *DOVER : Con. majority, 2309.
 *FAVERSHAM : Soc. majority, 2239.
 FOLKESTONE AND HYTHE : Con. majority, 9882.
 GRAVESEND : Soc. majority, 5571.
 ISLE OF THANET : Con. majority, 10,823.
 MAIDSTONE : Con. majority, 6631.
 ORPINGTON : Con. majority, 10,289.
 SEVENOAKS : Con. majority, 7682.
 TONBRIDGE : Con. majority, 8368.

LANCASHIRE

*CHORLEY : Soc. majority, 361.
 *CLITHEROE : Con. majority, 2455.
 DARWEN : Con. majority, 4569.
 FARNWORTH : Soc. majority, 11,109.
 *HEYWOOD AND ROYTON : Con. majority, 2036.
 *HUYTON : Soc. majority, 834.
 INCE : Soc. majority, 19,533.
 LANCASTER : Con. majority, 3096.
 MIDDLETON AND PRESTWICH : Con. majority, 7805.
 MORECAMBE AND LONSDALE : Con. majority, 15,273.
 NEWTON : Soc. majority, 9764.
 NORTH FYLDE : Con. majority, 13,023.
 ORMSKIRK : Con. majority, 14,071.

By-election (April 1951), Con. majority, 15,221.
 SOUTH FYLDE : Con. majority, 22,278.
 WESTHOUGHTON : Soc. majority, 11,858.

By-election (June 1951), Soc. majority, 8754.
 WIDNES : Soc. majority, 3220.

LEICESTERSHIRE

BOSWORTH : Soc. majority, 13,294.
 HARBOROUGH : Con. majority, 6461.
 LOUGHBOROUGH : Soc. majority, 6725.
 MELTON : Con. majority, 6556.

LINCOLNSHIRE

HOLLAND-WITH-BOSTON : Nat. Lib. and Con. majority, 7962.
 GRANTHAM : Con. majority, 4738.
 *RUTLAND AND STAMFORD : Con. majority, 2786.
 BRIGG : Soc. majority, 10,413.
 *GAINSBOROUGH : Con. majority, 2176.
 HORNCastle : Con. majority, 10,658.
 LOUTH : Con. majority, 4584.

MIDDLESEX

*SPELTHORNE : Con. majority, 31.
 *UXBRIDGE : Co-op. and Soc. majority, 2398.
 NORFOLK
 *KING'S LYNN : Soc. majority, 270.

ENGLISH COUNTIES (cont.)

NORFOLK CENTRAL : Nat. Lib. and Con. majority, 3891.
 *NORFOLK NORTH : Soc. majority, 2049.
 *NORFOLK SOUTH : Con. majority, 2429.
 *NORFOLK SOUTH-WEST : Soc. majority, 260.
 *YARMOUTH : Soc. majority, 1162.

NORTHAMPTONSHIRE

KETTERING : Soc. majority, 8254.
 *PETERBOROUGH : Con. majority, 144.
 *SOUTH NORTHANTS : Con. majority, 1760.
 WELLINGBOROUGH : Soc. majority, 8565.

NORTHUMBERLAND

BERWICK-ON-TWEED : Con. majority, 4544.
 HEXHAM : Speaker's majority, 20,549.
 MORPETH : Soc. majority, 16,575.

NOTTINGHAM

BASSETLAW : Soc. majority, 13,967.
 BROXTOWE : Soc. majority, 22,026.
 *CARLTON : Con. majority, 395.
 MANSFIELD : Soc. majority, 23,729.
 NEWARK : Soc. majority, 7437.
 RUSHCLIFFE : Con. majority, 6637.

OXFORDSHIRE

*BANBURY : Con. majority, 1957.
 HENLEY : Con. majority, 5779.

SHROPSHIRE

LUDLOW : Con. majority, 7767.
 OSWESTRY : Con. majority, 9006.
 SHREWSBURY : Con. majority, 5928.
 *THE WREKIN : Soc. majority, 2691.

SOMERSET

BRIDGWATER : Con. majority, 5679.
 *SOMERSET NORTH : Con. majority, 903.
 *TAUNTON : Con. majority, 1372.
 *WELLS : Con. majority, 2626.
 WESTON-SUPER-MARE : Con. majority, 13,473.
 *YEOVIL : Con. majority, 1613.

STAFFORDSHIRE

BRIERLEY HILL : Soc. majority, 4637.
 *BURTON : Con. majority, 1485.
 CANNOCK : Soc. majority, 17,658.
 LEEK : Soc. majority, 4224.
 LICHFIELD AND TAMWORTH : Soc. majority, 4518.
 STAFFORD AND STONE : Con. majority, 5038.

SUFFOLK

BURY ST. EDMUNDS : Con. majority, 4129.
 *EYE : Lib. majority, 627.
 *LOWESTOFT : Soc. majority, 3322.
 SUDBURY AND WOODBURY : Con. majority, 4537.

SURREY

CARSHALTON : Con. majority, 7957.
 CHERTSEY : Con. majority, 5236.
 DORKING : Con. majority, 10,982.
 SURREY EAST : Con. majority, 20,212.
 EPSOM : Con. majority, 17,847.
 ESHER : Con. majority, 17,580.
 FARNHAM : Con. majority, 8693.
 GUILDFORD : Con. majority, 9540.
 REIGATE : Con. majority, 9096.
 WOKING : Con. majority, 11,297.

EAST SUSSEX

EASTBOURNE : Con. majority, 17,121.
 EAST GRINSTEAD : Con. majority, 16,803.
 LEWES : Con. majority, 15,407.

WEST SUSSEX

ARUNDEL AND SHOREHAM : Con. majority, 15,554.
 CHICHESTER : Con. majority, 16,492.
 HORSHAM : Con. majority, 10,423.

WARWICKSHIRE

NUNEATON : Soc. majority, 18,641.
 *RUGBY : Soc. majority, 1036.
 SOLIHULL : Con. majority, 14,017.
 STRATFORD : Con. majority, 9349.
 SUTTON COLDFIELD : Con. majority, 14,653.
 WARWICK AND LEAMINGTON : Con. majority, 8814.
 WESTMORLAND : Con. majority, 13,174.
 ISLE OF WIGHT : Con. majority, 11,488.

WILTSHIRE

CHIPPENHAM : Con. majority, 4097.
 *DEVIZES : Con. majority, 1185.
 SALISBURY : Con. majority, 4982.
 *WESTBURY : Con. majority, 1689.

WORCESTERSHIRE

*BROMSGROVE : Con. majority, 190.
 KIDDERMINSTER : Con. majority, 3805.
 WORCESTERSHIRE SOUTH : Con. majority, 11,280.

YORKSHIRE, EAST RIDING

BEVERLEY : Con. majority, 14,300.
 BRIDLINGTON : Con. majority, 9966.
 YORKSHIRE, NORTH RIDING
 CLEVELAND : Soc. majority, 7608.
 RICHMOND : Con. majority, 14,305.
 SCARBOROUGH AND WHITBY : Con. majority, 14,475.
 THIRSK AND MALTON : Con. majority, 14,844.

YORKSHIRE, WEST RIDING

BARKSTON ASH : Con. majority, 6573.
 COLNE VALLEY : Soc. majority, 9084.
 DEARNE VALLEY : Soc. majority, 30,055.
 DON VALLEY : Soc. majority, 26,807.
 GOOLE : Soc. majority, 8782.
 HARROGATE : Con. majority, 15,468.
 HEMSWORTH : Soc. majority, 37,680.
 NORMANTON : Soc. majority, 21,057.
 PENISTONE : Soc. majority, 18,851.
 RIPON : Con. majority, 10,975.
 ROTHER VALLEY : Soc. majority, 29,335.
 *SHIPLEY : Con. majority, 81.
 SKIPTON : Con. majority, 5964.
 SOWERBY : Soc. majority, 3665.

WELSH BOROUGHS

ABERDARE : Soc. majority, 27,292.
 *CARDIFF NORTH : Con. majority, 2907.
 CARDIFF SOUTH-EAST : Soc. majority, 5895.
 CARDIFF WEST : Soc. majority, 4307.
 MERTHYR TYDFIL : Soc. majority, 22,916.

WELSH BOROUGHS (cont.)

NEWPORT : Soc. majority, 9992.
 RHONDDA EAST : Soc. majority, 23,182.
 RHONDDA WEST : Soc. majority, 23,518.
 SWANSEA EAST : Soc. majority, 21,968.
 SWANSEA WEST : Soc. majority, 3665.

WELSH COUNTIES AND MONMOUTH

*ANGLESEY : Lib. majority, 1929.
 *BRECON AND RADNOR : Soc. majority, 2829.

CAERNARVONSHIRE

CAERNARVON : Soc. majority, 10,578.
 *CONWAY : Soc. majority, 803.
 CARDIGAN : Lib. majority, 8038.

CARMARTHENSHIRE

*CARMARTHEN : Lib. majority, 187.
 LLANELLY : Soc. majority, 31,626.

DENBIGHSHIRE

*DENBIGH : Nat. Lib. majority, 1209.
 WREXHAM : Soc. majority, 17,925.

FLINTSHIRE

EAST FLINT : Soc. majority, 6697.
 WEST FLINT : Con. majority, 6719.

GLAMORGANSHIRE

ABERAVON : Soc. majority, 21,187.
 *BARRY : Soc. majority, 1025.
 CAERPHILLY : Soc. majority, 21,499.
 GOWER : Soc. majority, 22,356.
 NEATH : Soc. majority, 26,809.
 OGMORE : Soc. majority, 26,045.
 PONTYPRIDD : Soc. majority, 21,896.
 *MERIONETH : Lib. majority, 1070.

MONMOUTHSHIRE

ABERTILLERY : Soc. majority, 25,206.
 By-election (Dec. 1950), Soc. majority, 20,783.
 BEDWELLTY : Soc. majority, 25,082.
 EBBW VALE : Soc. majority, 21,500.
 MONMOUTH : Con. majority, 4231.
 PONTYPOOL : Soc. majority, 21,651.
 MONTGOMERY : Lib. majority, 6780.
 *PEMBROKE : Soc. majority, 129.

SCOTTISH BURGHS

ABERDEEN NORTH : Soc. majority, 15,889.
 ABERDEEN SOUTH : Con. majority, 8826.
 COATBRIDGE AND AIRDRIE : Soc. majority, 6787.
 DUNDEE EAST : Soc. majority, 4347.
 DUNDEE WEST : Soc. majority, 4701.
 DUNFERMLINE : Soc. majority, 8674.
 *EDINBURGH CENTRAL : Soc. majority, 2937.
 EDINBURGH EAST : Soc. majority, 6541.
 *EDINBURGH, LEITH : Soc. majority, 2270.
 EDINBURGH NORTH : Con. majority, 4143.
 EDINBURGH, PENTLANDS : Con. majority, 5195.
 EDINBURGH SOUTH : Con. majority, 14,356.
 EDINBURGH WEST : Con. majority, 12,601.
 GLASGOW, BRIDGETON : Soc. majority, 9243.
 *GLASGOW, CAMLACHIE : Soc. majority, 1247.
 GLASGOW, CATHCART : Con. majority, 14,072.
 GLASGOW CENTRAL : Soc. majority, 3004.
 GLASGOW, GORBALS : Soc. majority, 10,997.
 *GLASGOW, GOVAN : Con. majority, 373.
 GLASGOW, HILLHEAD : Con. majority, 10,261.
 *GLASGOW, KELVINGROVE : Con. majority, 1224.
 GLASGOW, MARYHILL : Soc. majority, 10,431.
 GLASGOW, POLLOK : Con. majority, 7789.
 *GLASGOW, SCOTSTOWN : Con. majority, 239.
 By-election (Oct. 1950), Soc. majority, 1319.
 GLASGOW, SHETTLESTON : Soc. majority, 8241.
 GLASGOW, SPRINGBURN : Co-op. and Soc. majority, 11,937.
 GLASGOW, TRADESTON : Co-op. and Soc. majority, 10,894.
 *GLASGOW, WOODSIDE : Con. majority, 1109.
 GREENOCK : Soc. majority, 8910.
 KIRKCALDY : Soc. majority, 8564.
 PAISLEY : Soc. majority, 10,203.
 *STIRLING AND FALKIRK : Soc. majority, 1554.

SCOTTISH COUNTIES

ABERDEENSHIRE

ABERDEENSHIRE EAST : Con. majority, 12,085.
 ABERDEENSHIRE WEST : Con. majority, 10,252.

ANGUS AND KINCARDINE

NORTH ANGUS AND MEARNES : Con. and Nat. Lib. majority, 7181.
 SOUTH ANGUS : Con. and Nat. Lib. majority, 10,148.
 ARGYLL : Con. majority, 10,044.

AYRSHIRE AND BUTE

AYR : Con. majority, 6214.
 BUTE AND NORTH AYRSHIRE : Con. majority, 9776.
 *CENTRAL AYRSHIRE : Soc. majority, 1962.
 KILMARNOCK : Soc. majority, 8233.
 SOUTH AYRSHIRE : Soc. majority, 7567.
 BANFF : Con. majority, 7649.

*BERWICK AND EAST LOTHIAN : Soc. majority, 1728.

*CAITHNESS AND SUTHERLAND : Con. majority, 269.

DUMFRIES : Nat. Lib. and Con. majority, 8243.

DUNBARTONSHIRE

DUNBARTONSHIRE EAST : Soc. majority, 4576.
 *DUNBARTONSHIRE WEST : Soc. majority, 613.
 By-election (April 1950), Soc. majority, 293.

FIFE

FIFE EAST : Nat. Lib. and Con. majority, 15,055.

FIFE WEST : Soc. majority, 13,445.

INVERNESS-SHIRE AND ROSS AND CROMARTY

INVERNESS : Con. majority, 4820.

ROSS AND CROMARTY : Lib. and Con. majority, 4391.

*WESTERN ISLES : Soc. majority, 1437.

KIRKCUDBRIGHTSHIRE AND WIGTONSHIRE

GALLOWAY : Con. majority, 9080.

LANARKSHIRE

BOTHWELL : Soc. majority, 6110.
 HAMILTON : Soc. majority, 16,737.
 *LANARK : Con. majority, 685.

MOTHERWELL : Soc. majority, 8425.

LANARKSHIRE NORTH : Soc. majority, 7350.

*RUTHERGLEN : Soc. majority, 695.

MIDLOTHIAN AND PEEBLES : Soc. majority, 7188.

MORAY AND NAIRN : Con. majority, 5095.

*ORKNEY AND ZETLAND : Lib. majority, 2956.

PERTHSHIRE AND KINROSS-SHIRE

KINROSS AND WEST PERTHSHIRE : Con. majority, 8116.

PERTH AND EAST PERTHSHIRE : Con. majority, 13,144.

RENFREWSHIRE

RENFREWSHIRE EAST : Con. majority, 14,934.

RENFREWSHIRE WEST : Nat. Lib. and Con. majority, 3102.

*ROXBURGH AND SELKIRK : Lib. majority, 1156.

STIRLINGSHIRE AND CLACKMANNAN

CLACKMANNAN AND EAST STIRLINGSHIRE : Soc. majority, 9350.

WEST STIRLINGSHIRE : Soc. majority, 4036.

*WEST LOTHIAN : Soc. majority, 11,237.

NORTHERN IRELAND

BELFAST EAST : U.U. majority, 12,516.
 BELFAST NORTH : U.U. majority, 16,266.
 BELFAST SOUTH : U.U. majority, 23,192.
 *BELFAST WEST : U.U. majority, 3378.

By-election (Nov. 1950), U.U. majority, 913.

ANTRIM NORTH : U.U. unopposed.

ANTRIM SOUTH : U.U. majority, 32,955.

ARMAGH : U.U. unopposed.

DOWN NORTH : U.U. majority, 30,974.

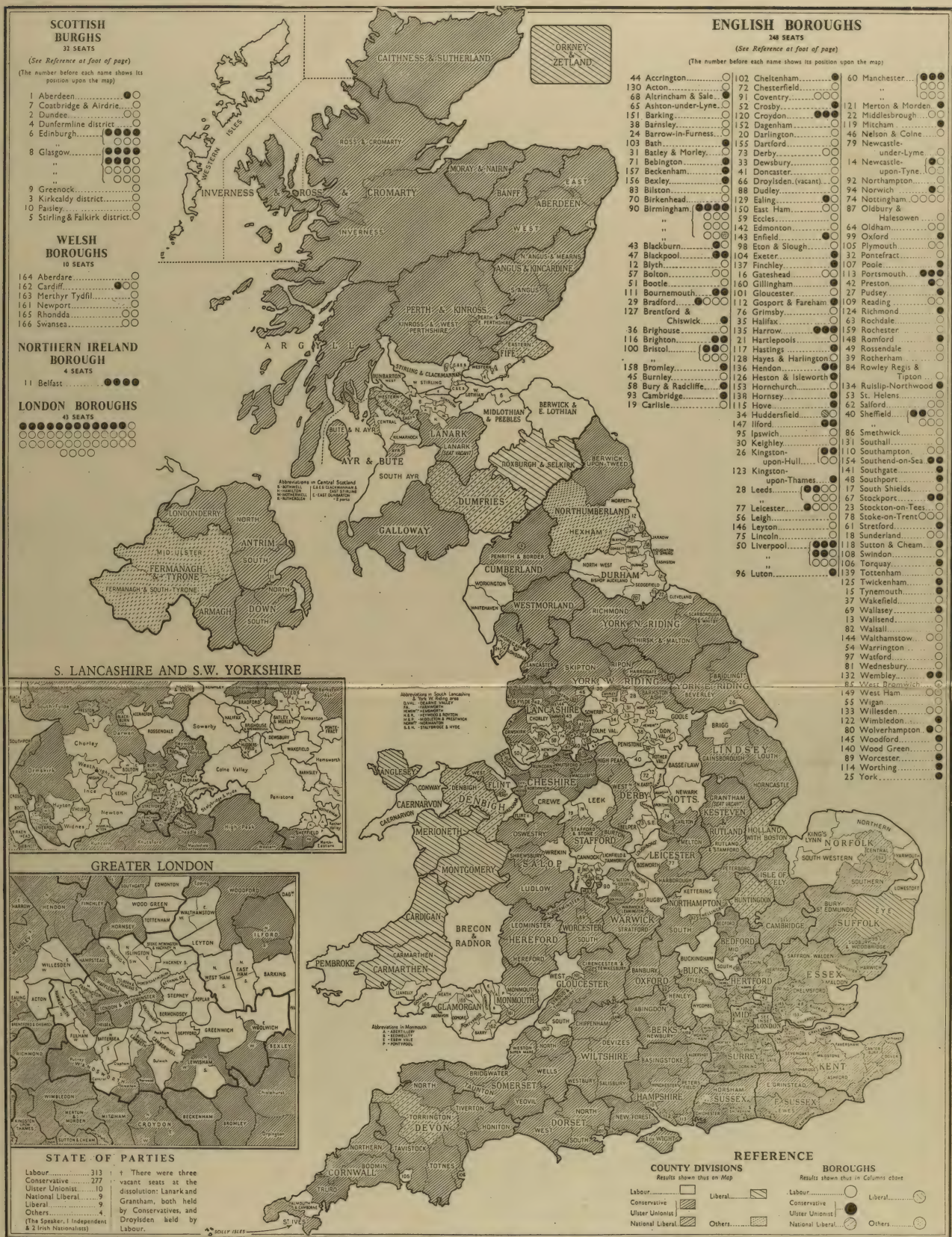
DOWN SOUTH : U.U. majority, 16,332.

*FERMANAGH AND SOUTH TYRONE : Irish Nat. majority, 2311.

MID-ULSTER : Irish Nat. majority, 3302.

LONDONDERRY : U.U. majority, 14,722.

By-election (May 1951), unopposed.



THE ELECTORAL MAP OF GREAT BRITAIN, SHOWING THE STATE OF THE PARTIES AT THE OCTOBER DISSOLUTION.

This map shows the state of the parties at the Dissolution, when the 625 seats were held as follows: Socialist, 313; Conservative, 277; Ulster Unionist, 10; National Liberal, 9; Liberal, 9; and 4 others (the Speaker, 2 Irish Nationalists and 1 Independent); three seats being vacant, Lanark and Grantham, previously held by Conservative, and Droydsden by Socialist. The situation was therefore identical with that reached in the General Election of February 23, 1950, with the single exception that Mr. A. R. Blackburn, elected as a Socialist for Birmingham, the Socialists put up 617 candidates, the Conservatives and their allies 621, the Liberals 475, the Communists 100, Independents and others making up another 85. About 460 candidates forfeited their deposits; the Liberals suffering 319 forfeitures and the Communists doing even worse, 97 of their 100 candidates losing the forfeit.

In 187 divisions the candidate was elected on a minority vote; and of this 187, 106 were Conservatives (or their allies), 76 were Socialists and 5 were Liberals. The largest majority was that of Mr. E. H. Holmes, the Socialist member for Hemsworth (W. Yorks.), 37,680; and the smallest that of Mr. W. R. D. Perkins (Con.), for Stroud and Thornbury (Glos.), 28. 45 seats were held with majorities of less than 1000; and of these, 24 were Conservatives, 19 were Socialists and 2 were Liberals. It is perhaps interesting for Nationalists (and others) to note that if the four countries concerned had had separate Parliaments (out of the elected of 1950), their Governments would have been as follows: England: Conservatives, 252, Socialists, 251, and Liberals, 2; Wales: Socialists, 27, Liberals, 5, Conservatives, 4; Scotland: Socialists, 37, Conservatives, 32, Liberals, 2; Northern Ireland: Unionists, 10, Irish Nationalists, 2. From which it would appear sound Socialist policy to discourage Nationalism in Wales, while encouraging it in Northern Ireland. Results in this issue are given the results of the 1950 General Election with, where necessary, the results of any subsequent by-elections.

COPYRIGHT MAP, REPRODUCED BY COURTESY OF "THE TIMES."

IN AN ENGLISH GARDEN.

WHY is it, I wonder, that otherwise sane gardeners are fascinated—some more than others—by plants which are extremely rare, quite irrespective of their beauty?

Is it a mild form of insanity? In many cases I think it is. In my own case, and in relation to certain plants, I am quite sure that it is. But it is a madness of which I am entirely unashamed. My taste in plants

and flowers, I think, fairly catholic. The Oriental splendour of zinnias gives me immense pleasure, but the flimsy material and the rather "doodled" markings in cheap dyes of schizanthus I detest. The little, white blossoms of the wood sorrel, with their delicate water-mark pencillings, are to me—and without a trace of affectation—completely beautiful. I even like most orchids, even many of those which stink of money. They can not help it, poor dears. But why for many years have I cultivated that absurd plant *Sagina boydii*? Only one solitary specimen has ever been found wild—in the Highlands—and ever since then the plant has hovered on the brink of extinction in a few gardens. I doubt whether more than a dozen specimens have ever existed at one time. The plant is small, insignificant, and without decorative value. Its continued existence and cultivation are surely an example of rarity-madness in its most acute form.

I first suffered from a rather-enjoyed rarity-madness as a schoolboy, whilst working through the conventional childish ailments—mumps, measles, chicken-pox and stamp-collecting. In philately one finds the rarity-mania in its purest and most virulent form. I never got beyond the "Black English" and "Three-cornered Cape" stage. These were great treasures. There was a certain romantic thrill about the Three-cornered Capes—and the Black English, apart from its unique colour, had real aesthetic merit. But, above all, they were rare, at any rate among schoolboys. An uncle gave me a complete set of "pictorials," gay and unused, with elephants, crocodiles and other exciting beasts. But when I learned that they were quite common, and had been printed by the acre, for collectors and for revenue, I lost interest and regarded them with a sneaking contempt. If, on the other hand, I had happened upon some drab colonial stamp with the Queen's head printed in error slightly askew, or upside-down, it would doubtless have been worth a queen's ransom.

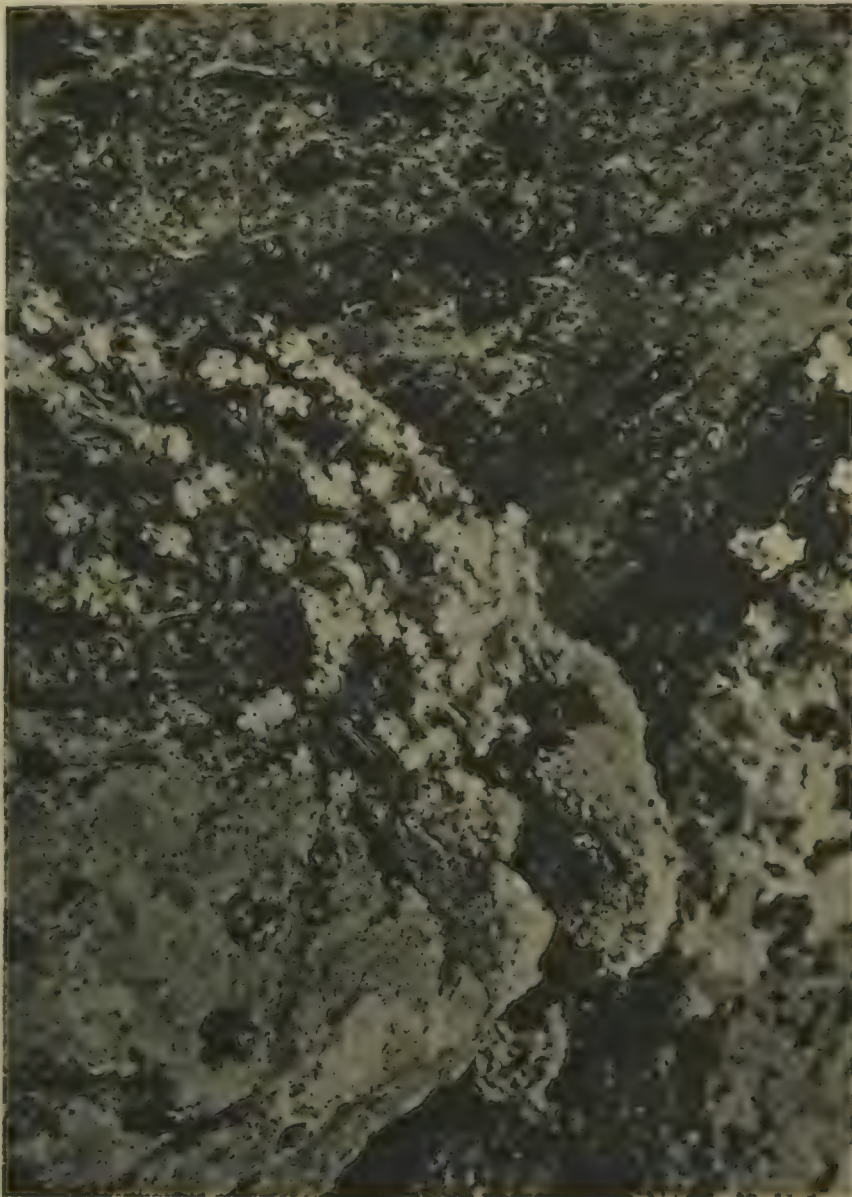
It may seem perhaps a little shameful that one should attach a special value to rarity in a plant, and that gardening should thus be reduced to the level of philately. But there it is, and I doubt if any gardener is entirely without at least a slight taint of the weakness. It runs through every phase of human activity. An emperor may be immensely wise, noble and charming, but he cannot escape the *cachet* that attaches to the fact of being that rather rare thing—an emperor.

Rarity in plants may occur from any one of several reasons. A plant in nature may belong to a species which, after a few million years of prosperity and wide distribution, has lost ground owing to changed circumstances, a gradual change in climate, perhaps,

ON VERY RARE PLANTS.

By CLARENCE ELLIOTT.

or failure to compete with more vigorous neighbours. A garden plant, on the other hand, may be rare—and expensive—merely because it is a parvenu, fresh from the hands of the hybridist or plant-breeder—a brand-new iris, delphinium or michaelmas daisy. Other garden plants, although they have been in cultivation for a very long time, have remained rare, and are likely to remain rare, simply because they are difficult to grow, tricky or slow to propagate.



A ROUNDED CUSHION "OF SILVERY, SILKY FUR, STUDDED WITH STEMLESS FLOWERS LIKE THE MOST BRILLIANT BLUE FORGET-ME-NOTS ONE COULD IMAGINE": A PLANT OF *Eritrichium nanum*, GROWING AT ABOUT 8000 FT., NEAR THE SUSTEN PASS, IN SWITZERLAND. A COMPARATIVE RARITY IN NATURE—

"The almost classic example of an Alpine plant which is comparatively rare in nature and extremely rare in gardens is *Eritrichium nanum*." Its German name is *Zwerg Himels Herold* ("Dwarf Herald of Heaven"), and in a passage of glowing rhapsody, Reginald Farrer translated its scientific name and called it "Woolly-hair the Dwarf"—which made the unfortunate plant sound like a minor character in one of Wagner's more portentous operas.

Photograph by C. H. Hammer.



—BUT AN EVEN GREATER RARITY ON THE ALPINE SHOW BENCH: *Eritrichium nanum*, MAINTAINED IN HEALTH AND BROUGHT TO AN UNUSUAL GENEROSITY OF BLOSSOM BY ALL THE ARTS OF THE ALPINE HOUSE GARDENER IN THIS COUNTRY. SUCH A SPECIMEN IS AN ALMOST UNIQUE ACHIEVEMENT IN ENGLAND, WHERE A LIVING SPECIMEN IS A RARITY AND A FEW RELUCTANT FLOWERS AN OCCASION FOR FESTIVAL.

Photograph by R. A. Malby and Co.

The almost classic example of an Alpine plant which is comparatively rare in nature and extremely rare in gardens is *Eritrichium nanum*. In the Alps it is only found at the higher altitudes, and then only in rather specialised conditions of aspect and rock formation. There it forms rounded cushions of silvery, silky fur, studded with stemless flowers like the most brilliant blue forget-me-nots one could imagine. In fact, you could not imagine their brilliance, beauty and fascination unless you had actually seen them in their remote, austere surroundings. As a wild plant it is relatively rare, though there are places where, over a small area, it grows in great profusion. As a garden plant it is extremely rare, and as a healthy, happy plant in cultivation, it practically does not exist. Experts and highly-skilled cultivators may keep it alive in the Alpine house for a year or two, and even induce it to produce a flower or two. But always *Eritrichium* in captivity is a sad, sick shadow of its wild self. The best way is to go to the Alps and see it there, and unless you suffer acutely from fatty degeneration of the conscience, you will not dig it up to die in your garden at home—or more likely on the journey home.

Fortunately, many Alpine plants which are very rare in nature are protected from extermination by collectors, by the places and position in which they grow. *Primula allionii* is such an Alpine. It is found only on a few cliffs in the hinterland up above the French and Italian Rivières, and there it grows in profusion in cracks and crevices on the sheer face of unclimbable precipices. There I have seen tight cushions of it, looking like compact aubrietias, studded with stemless pink primrose blossoms. To-day there is no need to collect *P. allionii* from the wild, for several specialist nurserymen stock this rare species, selling excellent little pot-grown specimens. *Daphne rupestris* grows in the same sort of cliffs, only worse, and only in a very limited number of localities.

Occasionally a plant of good garden worth is kept artificially rare by that freak of human nature—itsself fortunately rare—which causes a certain type of gardener to delight in possessing the only specimen in existence. The contorted variety of the common hazel, or cob-nut, *Corylus avellana contorta*, was discovered growing wild in Gloucestershire over eighty years ago. I first saw it in a private garden perhaps thirty years ago, and was given to understand that the original finder had allowed a very limited number of friends to have specimens, with a strict proviso that they never parted with stock to anybody else. Eventually the finder became dead, and to-day this twisted hazel is grown by several nurserymen. There is a fine specimen of it growing on the reptiliary at the London Zoo which I planted there soon after the embargo was lifted. The stems of this hazel are all kinked and curved like so many writhing snakes, or like Sir Harry Lauder's famous walking-stick. It is, in fact, a nut with a permanent wave, and is most effective when its leaves have fallen in autumn.

My own feeling about the discovery or possession

of a new plant is that it should be increased and distributed at the earliest opportunity. A nurseryman in possession of a desirable new plant naturally does this for his own benefit. An amateur should do the same thing in the interests of horticulture. If he raises or otherwise comes by a really fine new plant, he should give a specimen of it to some other gardener, the best and cleverest gardener of his acquaintance. If he hangs on to it, and hugs himself at having the only specimen, there is always the risk of his losing it. I have known this happen more than once. Loss to a selfish owner does not matter, but the loss of a good new plant to horticulture can be a calamity.

THE 36TH INTERNATIONAL MOTOR EXHIBITION: BRITISH CARS ON VIEW AT EARLS COURT.



THE HILLMAN MINX, MARK V.

Always a good car, even in pre-war days, the *Minx* has gradually been improved as motor-car technique has advanced. The new version, the Mark V., has a 4-cylinder 1265-c.c. engine of 37.5 b.h.p. It is provided with a four-speed gearbox with steering-column change, independent front and semi-elliptic rear springs, Lockheed hydraulic brakes. Slight alterations have been made in body details inside and out, mainly in matters of appearance. The Convertible coupé model can be used as a closed car, open tourer or coupé de ville, and has individual front seats and disappearing hood. Various attractive colour schemes are available.



THE LANCHESTER DE VILLE CONVERTIBLE.

Two models are shown, the 2-litre saloon, introduced a year ago, and an entirely new drophead Convertible coupé on the same chassis. The hood is power-operated, as are the door windows. Extremely well-finished with soft leather upholstery, it is marketed in various body colours, including an interesting bronze finish, with green leather interior. Transmission is by fluid flywheel and pre-selective four-speed epicyclic gearbox.



THE DAIMLER REGENCY.

Among the exhibits on the Daimler Stand is an entirely new model, the *Regency* six-seater saloon powered by a 6-cylinder 3-litre engine giving 90 b.h.p. and incorporating the well-tried Daimler Fluid Transmission. While the traditional Daimler frontal appearance is distinctly recognisable, the body generally follows modern flowing lines. The interior is luxuriously appointed and includes a built-in air-conditioning system for warmth or coolness as desired. Other interesting small points are the adjustable steering-wheel, a reserve petrol control on the fascia board and indicator lights for the trafficators and to show when headlamps are on full beam. The very roomy luggage-boot is in a separate compartment from the spare wheel and tools.



THE JOWETT JAVELIN DE LUXE.

Unique among British cars in that it is powered by a horizontally opposed double twin engine of 1485 c.c. the *Javelin* was also one of the first to have an aerodynamic type of body which it still retains in saloon and saloon de luxe form. The design of the *Javelin* permits long-distance touring at quite high speeds without fatigue and in comfort. The Jowett *Jupier* has the same engine but in a special chassis, and is a fast sports car which has been victorious in Continental rallies and at Le Mans motor races.



THE AUSTIN "SEVEN."

One of the great attractions of the Exhibition is the long-awaited Austin "Seven." In general appearance it follows closely the lines of the A. "70" saloon. This little 800-c.c., 4-cylinder engine (8.3 h.p., R.A.C. rating) gives 30 b.h.p. at 4800 r.p.m. It is a four-door, four-passenger saloon with adjustable bucket seats in front. A good-size luggage-boot has been provided. Special attention has been given to fuel economy, yet a high cruising speed is obtainable.

The 36th International Motor Exhibition was due to open at Earls Court on Wednesday, October 17. The Rt. Hon. G. R. Strauss, Minister of Supply, arranged to perform the opening ceremony. Regarded all over the world as the premier Exhibition of its kind, it is the rendezvous of all who have an interest



THE VAUXHALL VELOX.

Among the few new models at the Show are the new Vauxhalls—1½-litre, 4-cylinder *Wyvern* and 2½-litre, 5-cylinder *Velox*, with quite new and very roomy five-to-six-seater saloon bodies. The well-known and well-tried engines are mainly as before, although certain improvements have been incorporated giving higher performance figures with increased economy in running. Other improvements include new suspension arrangements, front and rear, better brakes and, in the body, a self-contained system of interior ventilation.

in motoring in this country, as well as for large numbers of visitors from overseas who come to London especially to see the latest in British and foreign cars, and allied automotive products. On this and following pages we illustrate some of the cars on view at this Exhibition, which will continue until October 27.

ON VIEW IN THE SHOP-WINDOW OF SOME OF THE TWO HUNDRED



THE ALVIS SPORTS MODEL.

The Alvis range for 1952 consists of a Saloon, drophead coupé and a Sports model, all powered by a 3-litre, 6-cylinder, overhead-valve engine giving 83 b.h.p. at 4000 r.p.m. The Saloon is graceful and elegant in appearance, with very good interior finish, while the D.H. coupé has wide doors and an easily manipulated hood which can be arranged for coupé-de-ville use or as an open tourer. The sports model is a very fast two-seater on quite modern lines, but still incorporating a typically British frontal appearance.



THE MORRIS MINOR TOURER.

The famous little Minor, noted for its extremely good performance, although only of 918 c.c., appears as a Convertible and as a two-door Saloon, with an extra charge if four doors are required.



THE AUSTIN A15 PRINCESS.

Following the modern custom of labelling a motorcar by its brake-horse-power, the Austin 6-cylinder A15 is thus indicated a powerful machine, and this is not belied by its performance. The engine, good as it is, provides the proper mechanical basis for an unusually fine body. Made by the old-established body-builders, Vanden Plas, it has an air of luxury and comfort usually found only in the most expensive machines. Notable points are the extremely comfortable seats, front and rear, having hand side and folding centre arm-rests, forward hinged doors with lockable locks and sealed against dust.



THE ROVER "P5B" SALOON.

One of the few British 6-cylinder cars, the Rover "P5B" was first seen two years ago, but is now in steady production. Very different in outward appearance, with its modern-style body it still upholds the great pre-war reputation of the Rover Company for a very fine mechanical job. The 2103 c.c. engine develops 75 b.h.p. Attractive colour schemes are available, including an ivory body with red upholstery.



THE MORRIS SIX SALOON.

For 1952 the Nuffield Organisation will continue with the Morris Six in saloon form. It has a 2214 c.c. overhead-valve engine. The Morris Oxford 1476 c.c. is virtually unchanged, and is marketed only as a saloon.



THE BRISTOL "401."

Only slight changes have been made in the Bristol "401" 1952 Saloon, and these are mainly concerned with improved comfort based on past experience, such as curving backs on the two front seats. This very fast Saloon is powered by a 6-cylinder, overhead-valve engine of 2-litre capacity, fitted with three Solex carburetors and having an improved four-speed synchromesh gearbox. One of the models shown at Earls Court is finished in a new shade of bottle-green.

Motoring enthusiasts, eager to see the latest models, will find some entirely new production cars, on view for the first time, at this year's Motor Show. The new Austin "Seven," which is arousing great interest, continues a line of famous small cars which was started in 1922. It is a four-door, four-passenger saloon.

(Continued opposite.)

(Above) THE LUMBER HAWK.

Among medium horse-power cars, the Hawk stands very high. While up-to-date in every respect, it has no ostentatious frontal display, but remains neat and elegant in appearance and has an excellent road performance. A 50-h.p. 6-cylinder engine of 2261 cc. and a modern chassis carry a wide six-seater body which is specially notable for the wide range of vision given by the extensive windscreen and large rear window. Brakes and springing are most praiseworthy, for it has independent front coil springs and semi-elliptic rear spring, and Lockheed hydraulic brakes.

(Right) THE TWO-STORY BERKELEY STATES-MAY CARAVAN.

The makers of the Berkeley Statesman caravan have provided two double bedrooms in addition to the normal lounge, kitchen and toilet access to the second bedroom being by a short flight of stairs. This second bedroom also has provision for a dressing-table. The Statesman is a four-wheeled motorhome, and is located at the rear end of the caravan site. Altogether the layout has been most ingeniously contrived. The front end of the caravan roof can also be used as a sun-roof, thus providing a most comfortable mobile home.



(Above) THE AUSTIN A "40" SPORTS.

Hardly changed mechanically from previous years, except that it now has steering-column gear change, a new side board and new steering-wheel, the A "40" is known all over the world for its stability, low petrol consumption and high performance. Two forms are available—the original roomy Saloon and a convertible Sports model—the latter has a marked "nippiness" on the open road, due partly to its very well-designed Sports body and in the two S.U. carburetors fitted to the 1700 c.c. 4-cylinder, o.h.v. engine. Top speed is around 75 m.p.h. No fewer than 28,000 A "40"s have been sold in Canada alone since it was first introduced.

(Left) THE SUNBEAM TALBOT 90 DROPHEAD COUPÉ.

The Sunbeam Talbot 90 Saloon is most modern in styling. An overhead-valve 4-cylinder engine of 2207 c.c. is fitted, with a four-speed gearbox, and the car has steering-column gear-change, and independent front coil springs. It has a very high road performance. A Convertible Coupé model is also available.

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BRITAIN'S LEADING EXPORT INDUSTRY: BRITISH CARS AT EARLS COURT.



THE RILEY 2-LITRE SALOON.

Two Riley models, 1½-litre and 2-litre, both Saloon models, continue as before, and are of a graceful design, yielding little to the modern bulbous type of coachwork. A new drophead bumper improves the frontal aspect, while the rear quarter bumpers have been strengthened.



THE LAGONDA.

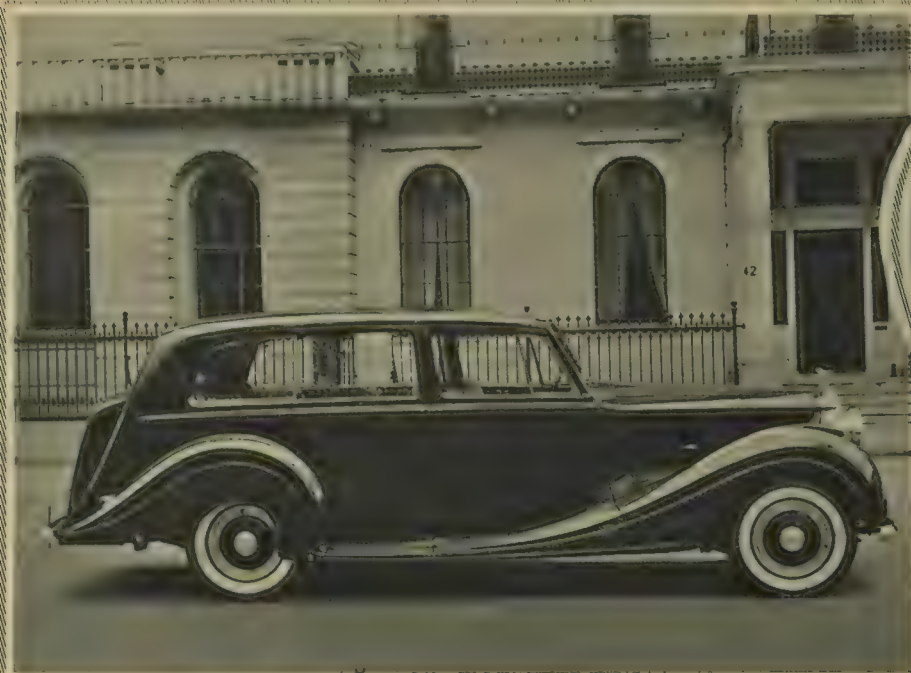
Bearing one of the oldest names in British motoring, the Lagonda 2½-litre, five-seater Saloon appears practically as last year. It is most luxuriously equipped internally and its road performance is most commendable. A drophead coupé is also made with a very well-designed two-position folding head. The other two new British cars are Vauxhall and Daimler models. The 1951 Show has far fewer novel designs than any of its three post-war predecessors; but many of the cars, though not entirely new, embody all the latest refinements in technical and styling features and do credit to this country.

A MAGNET FOR MOTORING ENTHUSIASTS: THE 1951 MOTOR SHOW.



THE HUMBER PULLMAN LIMOUSINE.

The Humber *Pullman* produced by a combination of the Rootes Group mechanical and engineering facilities and the coachwork of Thrupp and Maberly, provides a vehicle equally suitable for town work or touring in great comfort at high speed. Powered by a 6-cylinder engine of 4085 c.c. (27 h.p., R.A.C. rating), it incorporates a four-speed synchromesh gearbox, Lockheed hydraulic brakes, independent front-wheel suspension and long semi-elliptic rear springs. Road performance is smooth and silky, tractable in traffic, silent and speedy on the open road. For owners not needing a chauffeur, an almost similar model is provided in the Humber *Imperial* Saloon, a model which will take eight passengers and luggage.



THE ROLLS-ROYCE SILVER WRAITH.

Three Rolls-Royce *Silver Wraith* models are shown at Earls Court on the Company's own Stand, and one *Silver Dawn*, while elsewhere some magnificent examples of coachwork on Rolls-Royce chassis appear on bodymakers' stands. This year a slight modification arises in the engine, which is now increased to 4566 c.c.—31.5 h.p., R.A.C. rating. The coachwork of the *Silver Dawn* is by Rolls-Royce themselves, and is finished in velvet-green with grey upholstery.



THE TRIUMPH RENOWN.

The distinctive knife-edge coachwork of the Triumph *Renown* has become fully established among medium-powered saloon cars at home and abroad. Now is added a Limousine model almost identical in appearance with the Saloon and similar in the interior except for the dividing window and the fixed driving-seat. The 17.9 h.p. Standard *Vanguard* engine is retained with three-speed gearbox and steering-column gear lever.

Thirty-two makes of British cars, seventeen American and Canadian, ten French, four Italian and one German are being exhibited at Earls Court. Caravans equipped in popular and luxury style, ocean and river-going motor-boats and sailing craft also feature in the Show. The 1951 Show emphasises the current



THE STANDARD VANGUARD.

Unaltered in any major respect other than by a slight change in frontal appearance, the *Vanguard* Saloon, now in its fourth year, has come to be known as one of the most reliable medium-powered British cars. The body is a full six-seater and is so designed that although the wheelbase is reasonably short, yet a good-sized luggage-boot is provided. Its 2-litre, 4-cylinder engine is also fitted to the Triumph *Renown* and the Ferguson Tractor. Braking, spring and steering are of a high order, and economy in fuel consumption is another good feature. Visibility has been improved by enlarging the rear window. Centre arm-rests in the front and back seats provide extra comfort.



THE JAGUAR MARK VII SALOON.

This car, powered by the record-breaking XK120 engine, is one of the fastest saloon cars on the road. Renowned not only for high speed and excellent road performance generally, it is also one of the most handsome cars in this country or any other. The engine is a 3½-litre, 6-cylinder unit with twin overhead camshafts and twin carburetors, and it develops no less than 160 b.h.p. at 5000 r.p.m. In most other respects it follows standard practice with its four-speed synchromesh gearbox and independent front suspension; but it retains the more conventional central gear lever, which many experienced drivers still prefer.



THE FORD ZEPHYR SIX.

The *Zephyr* Six and *Consul* remain basically unchanged. The 4-cylinder *Consul* made by Ford of Dagenham gives an impression of size, although it is not a big car, being only 1½-litre capacity or 12 h.p. R.A.C. rating. It is speedy and comfortable, with good springs, steering and brakes. The *Zephyr* is very similar, but with that extra power and acceleration derived from a 6-cylinder engine and some added refinements in the body fittings.

trend towards the open car—the convertible coupé, of which models by most of the leading manufacturers are prominent among the exhibits at Earls Court. One of the foreign cars on view is the German Porsche car, which is a direct development of the Volkswagen.

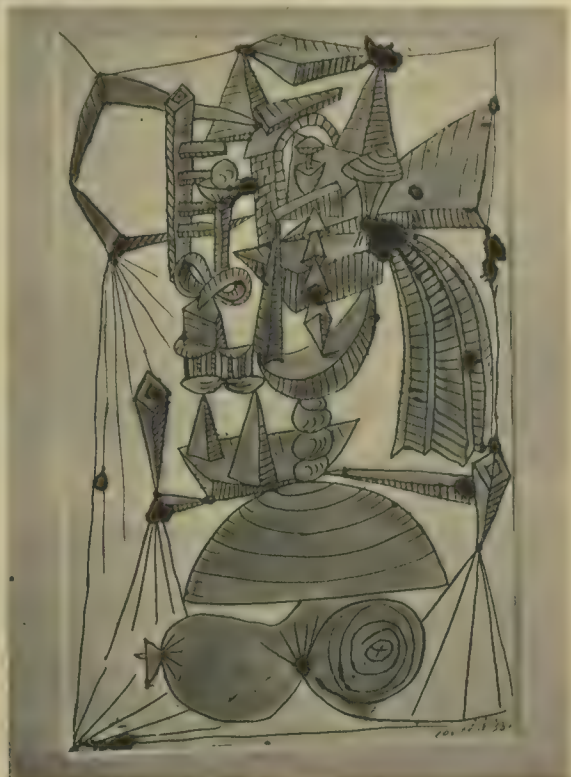
BEAUTY, COURAGE, DISASTER, AND INVENTION: MODERN WORLD CONTRASTS.



A 1951 RECONSTRUCTION OF MARQUIS JOUFFROY D'ABBANS' PADDLE-STEAMER, WHICH WAS SUCCESSFULLY DEMONSTRATED AT LYONS IN 1783: THE CRAFT PROCEEDING UPSTREAM. On July 15, 1783, Marquis Jouffroy d'Abbans' paddle-steamer was demonstrated on the Saône before members of the Lyons Academy, but he was not successful in commercialising his invention. A reconstruction of the craft was demonstrated on October 8, 1951, at Lyons, in connection with the Paris Boat Show.



ACCEPTED BY THE NATIONAL TRUST: PENRHYN CASTLE, BANGOR, CAERNARVONSHIRE, A SPECTACULAR EDIFICE OF GREY "MONA MARBLE" COMPLETED c. 1847 FROM DESIGNS BY THOMAS HOPPER. Penrhyn Castle, formerly the property of the fourth Baron Penrhyn, has been accepted by the National Trust from the Treasury through the National Land Fund, together with 40,617 acres of agricultural and mountain land lying within the North Wales National Park. The Castle which stands in a fine park in a commanding position will not be open to the public till next spring.



"WAITING HER TURN": A DRAWING MADE BY PICASSO AT THE AGE OF FOURTEEN, ON VIEW IN LONDON.

"SIDEBOARD, WITH SEATED FEMALE NUDE," 1936: A DRAWING ON VIEW IN THE PICASSO RETROSPECTIVE SHOW.

"COMPOSITION": AN ABSTRACT PICASSO DRAWING, 1938, ON VIEW AT THE LONDON EXHIBITION OF HIS WORK.

A retrospective exhibition of drawings and water-colours by Pablo Picasso, the artist who has perhaps aroused more controversy than any other modern painter, opened at the Institute of Contemporary Arts last week, and will continue until November 24. Picasso was born in 1881 at Malaga, and the present

show is in honour of his seventieth birthday. The works on view are, for the most part, slight, but they form an interesting record of the artist's various phases. In the early section he appears as a gifted graphic draughtsman.



A MASS ESCAPE FROM A PRISON CAMP: SIX OF THE FOURTEEN CZECHOSLOVAKIANS WHO SUCCESSFULLY TUNNELLED UNDER THE BARRIERS OF THE JOACHIMSTHAL CAMP.

Fourteen Czechoslovak prisoners who were serving long terms working in the uranium mines, for high treason and espionage against the Czechoslovak régime, or anti-Communist activities, tunneled under the barriers of Joachimsthal Camp and succeeded in reaching the American Zone of Germany.



AN AMAZING ROAD ACCIDENT IN VIRGINIA: A HEAVY PASSENGER COACH WHICH, AFTER A SKID, FOLDED ITSELF ROUND A ROADSIDE OAK-TREE.

On October 7 a heavy U.S. passenger-coach skidded on a greasy road near Gainesville, in Virginia; while Washington-bound, struck a stout oak-tree and, breaking itself in half, folded itself about the tree. It is reported that five persons were killed and twenty-one injured in the accident.



THE WORLD OF SCIENCE.



WATER-RATS AT HOME.

By MAURICE BURTON, D.Sc.

I watched the pebble fall some six feet from the rat. Both pebble and rat disappeared beneath the water at the same split second. In other words, the rat submerged, so far as I could see, at precisely the moment that the pebble struck the surface.

tall water-plants, but then the movement starts in their tops. When the movement is from the base, then the rat is at work, and we may expect to see one of the stems slowly but jerkily draw down and disappear, as the rat pulls it down to feed on its leaves.

Another means of finding water-rats is by their mealtimes. On the particular river where I have studied

them the most intensively, they rise soon after dawn and spend some time on their toilet. Feeding first begins about 7 a.m., in August. When first I started to time their feeding there seemed to be three definite mealtimes: 7.30 a.m., 1.30 p.m. and 7.30 p.m. (B.S.T.), each meal lasting about an hour, at the end of which the feeding became desultory and was punctuated with scratchings and face-cleanings. Later observations suggested, however, two subsidiary feeding-times, at approximately 10.30 and 4.30. These five times seem to represent peaks of intensity more than anything. Feeding seems to start slowly and work up to a peak period. During this peak the beast eats solidly, and if it needs to scratch it does so without a break in its feeding. About half-an-hour after the peak period, however, feeding becomes less intense, and is punctuated more and more frequently with scratchings and face-cleanings. The feeding usually consists of a main food with, in the less intense periods, additions of selected foods. In one case, the time of observation being August, the main meal was made from water-pepper (*Polygonum hydropiper*), and was usually rounded off with one of the ripening fruits of bur-reed (*Sparganium erectum*). Although leaves are normally eaten, flowers and unopened buds were sometimes taken in the later stages of a feeding period.

There is in the behaviour of water-rats a marked regularity in routine coupled with a strong individualism. One pair occupying a 25-yard stretch usually fed during one period over a stretch of 3 yards, but changed their ground for the next period. So they moved back and forth over their feeding territory. Another rat, living on an island, would feed on water-pepper, but regularly every afternoon, between four and four-thirty o'clock, would pass over the sluice and swim 20 yards beyond to an isolated clump of iris. Whether it ate iris leaves or seeds could not be discovered for certain, but it did eat willow-leaves and would show much care in selecting them.

It is a pity the water-vole should have been so unfortunately branded. The name "rat" carries a stigma in any case, and to add to this, and to cause confusion in our minds,

the true rats will also take to the water. In any case, the water-vole is amphibious, not aquatic. It has no special adaptations, no webbed feet or keeled tail, nor nostrils that close under water. It is merely a terrestrial animal that has found its niche on the margins of the land. The hazards of a life perched perilously between land and water have been met by keen senses and an ability to swim well and dive even better. It is a clean, gentle and charming creature, full of play, worthy of its place in the pages of children's story-books, yet ostracised for ever in human sight for a supposed resemblance to our arch-enemy, the rat.

WATCHING water-rats is a pastime closely akin to fishing: it requires patience, it is most restful, and its results are very much a matter of luck. A suitable stream is not too swift, with plenty of vegetation down to the water's edge, and roots of trees to harbour the bolt-holes. Along such a stream one may see a dozen water-rats in a comparatively short distance. But it is one thing to make their casual acquaintance and another thing to get to know them well.

A water-rat has the usual vole characteristics: a blunt muzzle, small ears embedded in the fur and comparatively short tail. There is none of the alert appearance of a true rat, for a water-rat is very short-sighted, with lack-lustre, myopic eyes. With care, one may approach one's face to within a foot of a feeding water-rat and, provided no sound or vibration of the earth or vegetation is made, it is possible to watch it closely, as it feeds with unseeing eyes. At the smallest sound or disturbance of the ground, however, the rat will dive noiselessly, to reappear several yards on, swimming strongly.

In the water it looks ungainly, as if not built for swimming, the body half out, and the head held well forward and the chin up. But it travels with a fair speed, the action of the legs being exactly that used in running. At times it will move along the margin of the water, swimming a foot or two, clambering out on to floating weed, into the water again, out on to the muddy bank, into the water again, and so on. The action of the legs is, throughout, a continuous running action, with no check in speed or alteration in the rhythm or the action of limbs and body. The first impression is one of speed, whether swimming or running, but by timing over known stretches I have found both to be a consistent mile an hour, though it looks more because of the small size of the animal and the rapid action of the legs.

A water-rat seems to have this one pace, whatever it is doing. After all, there is no need for it to hurry. All along its territory it has bolt-holes, or hiding-places, and it is never far from any one of them. If swimming, it can dive at the slightest alarm, leaving little trace but a few ripples and, although it appears unable to remain submerged more than seven to ten seconds, this is sufficient usually to take it to the nearest cover. In thick vegetation growing down to the water's edge, there are frequent runs, like those made by rabbits through a hedge, but smaller, and in any case a rat among weeds is soon inconspicuous by reason of its earth-brown colour, and there is no white belly to give its presence away. In other words, a water-rat, on account of its habits, does not have to rely on speed to evade attack. Living among vegetation and under dark banks the short vision is probably an advantage, and out in the open it is warned of danger by its other senses, including probably hearing, in spite of the smallness of the ears.

I have tested the speed of reaction to vibration, by throwing a pebble into the air, in full view of a swimming rat. Making no attempt to hide myself from its view, but taking care to make no sound,



HAVING SMALL EYES WHICH ARE SHORT-SIGHTED, THE REMAINING SENSES BEING VERY ACUTE: A WATER-RAT FEEDING ON WATER PLANTS—THE FRONT PAWS ARE OFTEN USED TO HOLD THE FOOD.



A TYPICAL SCENE AT THE WATER'S EDGE: A WATER-RAT, OR WATER-VOLE, AT THE OPENING OF ONE OF ITS BURROWS—THE BLUNT MUZZLE AND SMALL EARS SHOW CLEARLY IN THIS PROFILE.

The water-vole (*Arvicola amphibius*) of Europe and Northern Asia is usually called the water-rat. This gives rise to confusion as the common rat (*Rattus*) is often seen swimming and is then called a "water-rat." A vole has a blunter snout, small ears almost completely hidden in the fur of the head, and small eyes. A water-vole is much larger than our other voles, measuring up to 8 ins. in the body, with a tail up to 5 ins. long.

Posed photographs reproduced by permission of the Trustees of the British Museum (Natural History).

There seems to be almost an awareness of immunity in the clumsy, often noisy behaviour of a water-rat. When feeding it will climb the clumps of iris leaves, and as often as not fall with a loud plop into the water, clamber out, and possibly repeat the fall a few minutes later. It is a blunderer. Once the signs have been learned, the presence of a water-rat among water-plants can be readily detected, either by the occasional ripples coming out in half-circles from the edge of the weed, or by the movement of the plants themselves, or by the loud plops, a word describing exactly the sound made. The wind may ruffle the

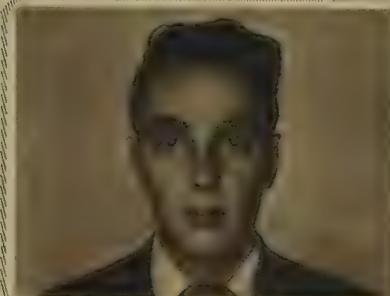
SOME PERSONALITIES AND
OCCASIONS OF THE WEEK.

MISS PAT HORNSBY-SMITH.

The Conservative candidate for Chislehurst, which she represented in the 1950-51 Parliament. Miss Pat Hornsby-Smith gave a party political broadcast on October 11, in which she spoke of the high cost of living under Socialism. She is the only Conservative woman pre-election broadcaster.



OUTSIDE SUPREME ALLIED HEADQUARTERS ON OCTOBER 9: N.A.T.O. MILITARY LEADERS. Our photograph shows (l. to r.): Admiral Nomy (French Navy Chief of Staff); Admiral Missoffe (French Navy Chief of Staff, Middle East); General Lecheres (Chief of Staff of the French Armed Forces); Field Marshal Lord Montgomery (Deputy Supreme Commander of S.H.A.P.E.); General Omar Bradley (Chief of Staff, U.S. Forces); Admiral Sir Bruce Fraser (British First Sea Lord); General Juin (C.O. Central European Land Forces); Field Marshal Sir William Slim (C.I.G.S.); and Admiral Lemonnier.



PRIVATE WAYNE MITCHELL.

Awarded the Distinguished Conduct Medal for outstanding bravery in Korea where, almost singlehanded, he held off an attack by 100 Chinese Communists on a forward platoon of Canada's Korea Brigade at Kap-yong. Though twice wounded he continued to fire his Bren gun.



SIR RALPH STEVENSON.

British Ambassador in Cairo since 1950. Sir Ralph Stevenson (previously Ambassador to China and to Yugoslavia) on October 13 handed to the Egyptian Foreign Minister the Four-Power invitation to Egypt to participate in a Middle East Defence Pact. The other Ambassadors followed him at intervals.



MAJOR-GEN. SIR TERENCE AIREY.

Appointed Commander British Forces, Hong Kong, Major-General Sir Terence Airey, Assistant Chief of Staff, Intelligence, Supreme H.Q. Allied Powers, Europe, will take up his new post in February, in succession to General Sir Robert Mansergh. In 1948 he was appointed G.O.C. British Troops in Trieste.



AIR VICE-MARSHAL J. D. I. HARDMAN.

The U.K. Government has placed at the disposal of the Australian Government the services of Air Vice-Marshal J. D. I. Hardman, for appointment as Chief of Air Staff, R.A.A.F., in succession to Air Marshal G. Jones. He is fifty-two and has been Commandant of the R.A.F. Staff College since 1949.



THE REV. ARTHUR G. G. C. PENTREATH.

Appointed to succeed Mr. Elliott-Smith as Headmaster of Cheltenham College. He will take up the post in January, 1952. Mr. Pentreath, who is forty-nine, has been headmaster of Wrekin College since 1944; he was previously headmaster of St. Peter's College, Adelaide, South Australia, from 1934 to 1943.



THE PARAMOUNT CHIEFTAINESS OF BASUTOLAND.

The Paramount Chieftainess of Basutoland arrived in this country recently for her first visit. She brought with her an address from the Basutoland National Council, reaffirming the territory's loyalty to the King. The Chieftainess, the late Paramount Chief's principal wife, is acting as Regent for Bereng, who is heir to the Paramountcy. She does not speak English.



THE GOVERNOR-GENERAL OF THE SUDAN AND THE EGYPTIAN PREMIER:

SIR ROBERT HOWE (LEFT) AND NAHAS PASHA.

Sir Robert Howe, Governor-General of the Sudan since 1947, arrived in Khartoum on October 13 from England. He told the Executive Council: "My duty is to administer the Government of the Sudan in accordance with the 1899 agreement, and I shall continue to do so." Our photograph was taken in Cairo last spring.



VICE-ADMIRAL LORD MOUNTBATTEN OF BURMA.

Appointed C-in-C. Mediterranean, in succession to Admiral Sir John H. Edleston. The appointment will take effect in May, 1952. Lord Mountbatten, the second son of the late Admiral of the Fleet the Marquess of Milford Haven, is fifty-one. He was Viceroy of India from March to August, 1947, and Governor-General of the Dominion of India from August, 1947, to June, 1948.



ON HER 109TH BIRTHDAY ON OCTOBER 11:

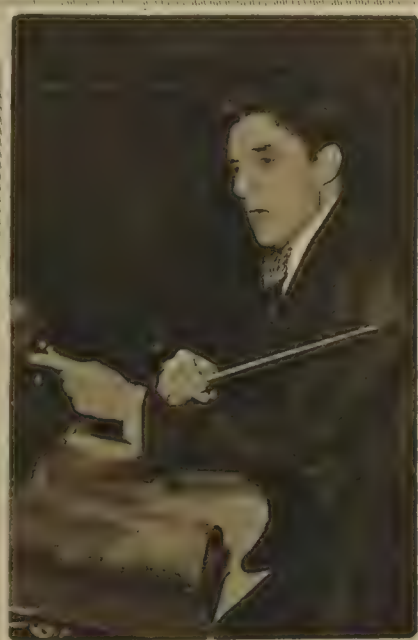
MRS. MATILDA COPPINS.

Mrs. Matilda Coppins, who is believed to be the oldest woman in Britain, celebrated her 109th birthday at the Lindens, the Salvation Army Eventide Home at St. Leonards-on-Sea, Sussex, on October 11. Mrs. Coppins, who was born at Upnor, near Rochester, was one of a family of ten, and is the widow of a master mariner.



WITH THE WINNER, MISS BETTY RICHARDS, ON THE EXTREME RIGHT: WOMEN RIDERS WHO COMPETED IN THE HISTORIC NEWMARKET TOWN PLATE.

Miss Betty Richards, daughter of C. Richards, riding the fourteen-year-old *Queensland*, won the 286th race for the Newmarket Town Plate [which was instituted in 1666 to be run on the second Thursday in October "for ever," over four miles of Newmarket Heath] by ten lengths from Miss V. Rogerson on *Providential*. Miss Marlow on *Ballinalower* was third.



A GUEST CONDUCTOR FOR COVENT

GARDEN: SIR JOHN BARBIROLLI.

Sir John Barbirolli, who since 1943 has been musical director and conductor of the Hallé Orchestra, will be a guest conductor at the forthcoming season of grand opera at Covent Garden, from October 22 to November 17. He will conduct performances of "Turandot," with which the season opens, and of "Aida."

FOUR GENERATIONS IN A CONTINENTAL STRUGGLE.

"THE HUNDRED YEARS WAR"; by EDOUARD PERROY, Professor of Medieval History at the Sorbonne.*

An Appreciation by SIR JOHN SQUIRE.

I HAVEN'T a copy of "1066 and All That" by me, so I can't say whether or not it devoted much space to the Hundred Years War between England and France, or whether Crecy and Poitiers and Agincourt were described as "good things" and the burning of Joan of Arc as "a bad thing." But as an indication of the sketchiness of most Englishmen's

of the English upper classes were of French descent, and with relations in France, and by no means necessarily in Normandy. Norman-French still persists in legal formulæ; Chaucer, the first great welder of the English tongue, was of French descent; and Chaucer fought in France for Edward III. and was made prisoner. The war, in fact, was a civil war between peoples who were still more aware of their common customs and culture than they were of nationality. Our own national group-feelings were represented by hostility against the Paynims, whether Moors or Saracens, who were outside the palings of our domestic tilting-ground; we were Western Christians, not Frenchmen or Englishmen. But the struggle made for separation. "Nevertheless," says Professor Douglas, "after the Hundred Years War neither French nor English ever thought of each other in quite the same way as they had done before it began, and never again were they to be conscious in quite the former manner as belonging to the same over-riding political

In 1940 Mr. Churchill suggested a union between England and France. It might well have been contrived had the timid French politicians had the courage (the author of this book spent some years evading the Gestapo) to take the plunge: the modern British Empire (or Commonwealth, if you like) is so accommodatingly constructed that even a quite independent Republic can come underneath its umbrella. The men of the Middle Ages dreamed of a Europe united under the spiritual headship of the Pope, and the temporal headship of the Emperor; the conception worked up to a point, as Canossa proved. Europe, in the Middle Ages, never behaved itself well (men, alas, were still men); a Crusade was diverted to sack Constantinople; and later the last Emperor of the East (during the period with which this book deals) was allowed to die at his Gate, and the Turks were let into Europe.

To-day, faced again by a menace from the East, England and France are once more groping towards co-operation and Western Europe towards some sort of union. The hosts of Midian still prowl around.

Professor Douglas, rubbing in the fact that "the Hundred Years War, as a whole, still awaits its English historian," makes the surprising remark that "it would not be difficult to defend the opinion that the best general history of the reign of Edward III. is that which Joshua Barnes produced in 1688." Well, quite suitably, a Frenchman has filled the gap. Professor Perroy's book is so comprehensive in scope and so multitudinous in detail that I cannot give a notion of it here in extracts. The author lives in the age; has all the documents at his fingers' ends; knows all the warriors and lawyers and kings; sees all the main events and describes them as he sees them. His few pages about the trial and death of Joan of Arc, for example, have given me a far more powerful impression of her mind and the minds of her executioners than I have derived from large tomes. "Thus it was; it was thus," is the reader's reaction; and he continues to wonder how men, petrified by theories, can do such things. That such things can happen, is perhaps more easily understood by us than it would have been by our grandfathers, who used to talk about "the tortures of the Middle Ages" and "the worst excesses of the French Revolution."

This remarkable book must obviously go straight into the syllabus of every History School in England.



THE TREATY OF BRÉTIGNY: FRANCE IN 1360.

The little village of Brétigny, in Beauce, gave its name to a treaty concluded there on May 8, 1360, between Edward III. of England and John II. of France. Edward III. obtained, besides Guienne and Gascony, Poitou, Saintonge and Aunis, Agenais, Périgord, Limousin, Quercy, Bigorre, the countship of Gaure, Angoumois, Rouergue, Montreuil-sur-Mer, Ponthieu, Calais, Sangatte, Ham and the countship of Guines. John II. had, moreover, to pay 3,000,000 gold crowns for his ransom. On his side, the King of England gave up the duchies of Normandy and Touraine, the countships of Anjou and Maine, and the suzerainty of Brittany and of Flanders.

ideas of our history, the book was certainly "a good thing." It exaggerated a little, of course, in a way. If it be evident that at least half the voters of both sexes who will go to the polls on October 25 know even less than the amount of skeleton history therein contained, and (for that matter) some are uncertain as to the difference between those remote beings the Tsar of Persia and the Shah of Prussia, it is equally true that, even in the minds of the small minority with a fair knowledge of general history, notions of the causes and course of that long fratricidal war between England and France are very rudimentary. Edward III., we all vaguely remember, thought he had a just claim to the throne of France, through his deplorable mother; the French, we also remember, produced (as it were, out of a bag) a dubious Salic Law which precluded inheritance through females; Edward would stand none of that nonsense, so invaded France and stood on a hill, by a windmill at Crecy, watching the stout English archers beat the mailed French knights by their use of the longbow, an implement the use of which is now confined to their more political posterity. For some strange reason (so runs the cinema-sequence in the popular mind) his great victories led to no apparent result, and his grandson, Henry V., still convinced as to his legal rights, had to invade France all over again, won the terrific battle of Agincourt, married "Kate" from whom he promised to produce an heir who would "go to Constantinople and take the Turk by the beard," and then, alas, died. Thereafter, as he left a young son amid a lot of "turbulent barons," there were many years of mist, illumined briefly by the flames of the faggots which burnt the witch (subsequently Saint Joan), and England found herself left with nothing in France but Calais, which was to be lost a century later, and briefly and gloriously held again four centuries after that.

If anybody wishes to fill those outlines, where shall he go? In all sorts of works used for examinations, he may find maps indicating how much of modern France was, from the Conquest onwards, feudally under the English crown. Records of land-tenure here may remind him that for centuries the mass

system. Passing also were those ideas of political and social solidarity among the Western peoples of an earlier generation had respected though never realized."

Edward III.'s invasions, in this book by a Frenchman who knows this country and its history as well as his own, were but raids. But suppose that the insular House of Commons of the time had allowed him to accept the succession to the Crown of the Holy Roman Empire, which he might have had? And suppose that Henry V. had lived a few more years, instead of leaving as heir to the two crowns the gentle Henry VI., a musician, an architect, founder of Eton and King's, lost in the whirlpool wherein convulsively swirled the last of the barons and the first of the new despots, the despots coming to the top, premonitory of the new amoral national State? Those depressing determinists inform us merely that whatever happened had to happen; no man who believes in a soul with free-will can accept that. Accepting it we should lie down and "take what is coming to us." If we get into this mood, the Greeks (in a manner of speaking) will at last be beaten by the Persians.



FRANCE AFTER THE TREATY OF TROYES, IN 1420.

The Treaty of Troyes, ratified on May 21, 1420, settled the dynastic conflict by making Henry V. heir to the throne of France on condition that he should marry the Princess Catherine and guarantee the constitutional liberties of the realm. Professor Perroy says: "Far from unifying Western Europe under one powerful dynasty, the treaty of Troyes dug a deeper ditch than ever between the two parties which divided France." Maps reproduced from the book "The Hundred Years War," by courtesy of the publishers, Eyre and Spottiswoode.

It may be supplemented, but it will not easily be superseded: the author is aware of every aspect of human life and he has a just mind and a delightful style.

* "The Hundred Years War." By Edouard Perroy, Professor of Medieval History at the Sorbonne. With an Introduction to the English edition by David C. Douglas, Professor of History at the University of Bristol. (Eyre and Spottiswoode; 30s.)

BRITAIN'S BIGGEST ARMY MANŒUVRES; INCIDENTS IN THE "SURPRISE PACKET WAR."



WEARING A NEW TYPE OF RESPIRATOR, TROOPS OF THE SCOTS GUARDS ADVANCE AT THE DOUBLE THROUGH THE VILLAGE OF UPAVON IN THE *SURPRISE PACKET* "WAR."



TANKS OF THE 6TH ROYAL TANK REGIMENT LEAVING A FIELD AT FIRST LIGHT, DURING THE PUSH BY SOUTHLAND FORCES TO SEIZE THE MIDLAND "ATOMIC PILE."



SIMULATED MUSTARD GAS WAS USED BY THE MIDLAND FORCES IN EXERCISE *SURPRISE PACKET*; AND HERE ARE MEN OF THE HIGHLAND LIGHT INFANTRY MOVING THROUGH THICK COVER AND WEARING THE OLD-STYLE RESPIRATOR.

At 2 o'clock in the early morning of October 12, the *Surprise Packet* "war" broke out, when Midland invaded Southland over the Avon-Kennet Canal and a landing of Fantasian parachute troops followed the "bombing" of Salisbury. These were the opening incidents in the biggest military manœuvres ever staged in this country, with 50,000 troops and 15,000 vehicles taking part in operations over an area of 500 square miles in eight southern counties. The



FANATICAL "FANTASIANS" AT A STREET CORNER IN ANDOVER, WITH AN ARMoured CAR AND AN ASSORTMENT OF WEAPONS, INCLUDING A PIAT, A MACHINE-GUN AND BREN.



IN THE BIGGEST ARMY MANŒUVRES TO TAKE PLACE IN THIS COUNTRY: INFANTRYMEN MOVING PAST AN ARTILLERY COMMAND POST TO TAKE UP NEW POSITIONS.



50,000 TROOPS AND 15,000 VEHICLES WERE INVOLVED IN EXERCISE *SURPRISE PACKET*. HERE MEN OF THE DUKE OF WELLINGTON'S REGIMENT ADVANCE UNDER COVER FROM A PIAT AND A RIFLE.

immediate Southland reaction was an attempt in force to seize and destroy the Midland "atomic pile" at Broad Hinton, but at the date of writing this had failed. On October 13 the Midland forces were using a gas, to simulate mustard gas, which had a highly disagreeable smell but which was quite harmless to man or beast. Jet aircraft (from the 2nd Tactical Air Force in Germany) were used by the Fantasian forces.



The World of the Cinema.

CYRANO AND CINDERELLA.

By ALAN DENT

IT is as plain as the nose on his face that Mr. José Ferrer is not a great Cyrano de Bergerac. It does not matter one solitary hoot to me if he has received every award and distinction that Hollywood and New York combined have been able to conceive and bestow upon this interpretation and performance. It has no momentum, it does not evolve, it has insufficient variety, and it has no pathos whatever.

It is in the nature of things—like the greying of

stand it at all. For comparison we have to go back to the one distinguished English actor who essayed the part and failed in it summarily—that graceful and popular favourite, Charles Wyndham, whose performance J. T. Grein gracefully buried in this way: "Mr. Wyndham has but one natural enemy, and that is his voice. Whether it is due to wear and

tear, or to the society dialogue, with its little arrows of wit that must be driven into the very walls of the house, or whether it is an innate defect, I cannot decide. However, this is the result, that when Mr. Wyndham essays the pathos of love, the tone of his voice becomes fagotto-like, and therefore

Kramer, to let us have our very first glimpse of Cyrano's face *between* his outspread feet, which are placed on the ledge of a box at the Théâtre de Bourgogne! This sets a wrong note at the very outset. Cyrano de Bergerac is a romantic swashbuckler, but not a mere oaf. He is also a poet, a swordsman, a musician, and a philosopher of sorts, but surely never the clod that this preliminary glimpse unhappily indicates?

The rest of my account of this film of "Cyrano de Bergerac" must be comparatively severe! This, one of the most colourful pieces ever devised for the theatre, has been photographed in a dingy black and white. The other characters, even in a stage performance, never amount to anything very much. But I have never seen Roxane (Cyrano's lady-love) and Christian (who woos her by proxy) amount to something merely ludicrous. I shall remember the sheep's-eyes cast at that Roxane by this Christian for what seemed five minutes on end far, far longer than I shall remember many things better worth remembering elsewhere. The music—which ought to be delightful—is trifling. The lighting is murky where it ought to be romantic. The settings are a revolting compromise between art and nature. The sparkling and sparkish effect of Rostand's original is, in short, everywhere dulled and nullified. And the result is that the great film public which does not or cannot know the theatre will gaze upon this version of a magnificent play—at the very least it is a version and not a per-version—and wonder how the



AN AMERICAN FILM BASED ON ROSTAND'S GREAT PLAY: "CYRANO DE BERGERAC," DIRECTED BY MICHAEL GORDON. A SCENE FROM THE FILM SHOWING CYRANO (JOSÉ FERRER—RIGHT) DISARMING VALVERT (ALBERT CAVENS) IN THE FAMOUS DUEL AT THE THÉÂTRE DE BOURGOGNE IN PARIS.

one's hair as one grows old—that the mellowing and maturing critic should begin to irritate his younger friends, whenever a great part is revived, with sentences that begin: "Ah, but you should have seen . . ." The tendency can be tempered, but it cannot easily be circumvented. The great Cyrano of fifty years ago was the original one of Coquelin. The great one of twenty-five years ago was Robert Lorraine. The great one of five years ago was Ralph Richardson.

For a taste of Coquelin's Cyrano one can read inspired pages by C. E. Montague, and then turn, for a gentle sedative, to the first essay in dramatic criticism that Max Beerbohm chose to reprint, the essay which concludes: "I wish all my readers to see *Cyrano*. It may not be the masterpiece I think it, but at any rate it is one's money's-worth. The stalls are fifteen shillings a-piece, but there are five acts, and all the five are fairly long, and each of them is well worth three shillings. Even if one does not like the play, it will be something hereafter, to be able to bore one's grandchildren by telling them about Coquelin as Cyrano."

The two great English representatives of the part were both hampered by the fact that the fireworks of Rostand's rhymed French verse were untranslatable. Thus it was said of Lorraine: "He gave us a reasoned and reasonable Cyrano, and he was tender and witty by turns, though he could not hang out the verse against the sky as Coquelin did—there was no verse to hang—or attain to that peculiar blend of laughter and tears which is the note of this play. As a sober-minded Cyrano nobody could have been better, and his quiet passages were excellent. But he was hardly Cyranoesque." When it came to Ralph Richardson's turn, the same penetrating and experienced critic had many reservations to make on the subject of the actor's indomitable English reserve, but he had this comment on a scene which remains unforgettably in the mind: "The actor was best, I thought, in the death-scene, where he achieved pathos and so was better than Coquelin, who did not."

How does Mr. Ferrer stand the comparison with these three famous Cyranos? In my considered opinion he does not

insincere. To this it was due that the greatest act of the play, the now renowned balcony scene, failed to please the public. . . .

Mr. Ferrer's voice is manly and resonant, but it remains curiously commonplace, and it can no more achieve "the pathos of love" in the third act than it can attain to the pathos of death in the fifth. He makes a capital beginning with the great "Nose" speech in the first act; but the rest of the performance is one long falling-off and falling-away. The actor is not notably helped by Brian Hooker's blank-verse translation. For large treks of the time one misses those neat rhymes in Rostand's original which—as one of the old critics has wittily said—falls as expectedly and as pleasantly on the ear as the "ting" of a typewriter when it reaches the end of a line. However, that is not Mr. Ferrer's fault. What is his fault is that he should have allowed his director, Stanley



A GREAT PLAY WHICH HAS AT LAST COME TO THE SCREEN: "CYRANO DE BERGERAC" (CARLTON), IN WHICH JOSÉ FERRER PLAYS THE PART OF THE ROMANTIC WITH THE GROTESQUE NOSE. THIS SCENE FROM THE FILM SHOWS ROXANE (MALA POWERS) MOURNING FOR THE DEAD CHRISTIAN (WILLIAM PRINCE), KILLED AT THE SIEGE OF ARRAS, WHILE CYRANO (JOSÉ FERRER) AND RAGUENEAU (LLOYD CORRIGAN) SHARE HER GRIEF.

"AN IDEAL GIFT"

THE annual problems of Christmas shopping will soon have to be solved. Those who find it difficult to select the ideal gift (especially for dispatch to friends overseas when the question of packing and other difficulties have to be considered) and seek something to give lasting pleasure and continually to remind the recipient of the affection that the donor feels for him or her, will find the answer in a year's subscription to *The Illustrated London News*.

Every week the current copy will arrive and provide an hour of enjoyment and interest and, with its appearance, will come a happy and agreeable remembrance of the friend who has sent it, whether he be near at hand or far away. Orders for subscriptions for *The Illustrated London News* to be sent overseas may be handed to any good-class newsagent or bookstall or sent direct to The Subscription Department, "The Illustrated London News," Ingram House, 195-198, Strand, London, W.C.2, and should include the name and address of the person to whom the copies are to be sent and the price of the subscription. Canada, £5 14s.; elsewhere abroad, £5 18s. 6d. (To include the Christmas Number.) Friends at home will naturally be equally appreciative of such a gift, and in that case the year's subscription is £5 16s. 6d. (To include the Christmas Number.)

theatre-goers can be so easily enchanted.

Comparatively speaking, I revelled in the operatic film of Rossini's "Cenerentola" for a variety of reasons which it would—and will—take another whole page to enumerate. For it is obvious that film-opera has a future and deserves consideration in general. Meanwhile let it only be said that the Cinderella of Rossini's opera—in this version at least—is at the opposite pole from Miss Edna Best's version in a London pantomime some years ago. Of Miss Best a shrewd critic remarked: "She just didn't want to go to the ball." The avid and eager Cinderella of the Italian operatic-film would have been at the ball long before her elder sisters had finished their toilet.

EVENTS AND AN INVENTION: A CAMERA SURVEY OF NEWS ITEMS FROM ENGLAND AND SCOTLAND.



(ABOVE.) DUE TO LEAVE ON HER MAIDEN VOYAGE TO THE CAPE ON OCTOBER 18: THE NEW 17,041-TON UNION CASTLE LINER, RHODESIA CASTLE AT TILBURY.

The Union Castle liner *Rhodesia Castle*, which was launched in April by Mrs. Goodenough, the wife of the High Commissioner of Southern Rhodesia, is the second one-class liner to be built for the Company. Built by Harland Wolff, she carries 530 passengers. A third one-class liner, the *Kenya Castle* (of the same tonnage) is already launched and nearly completed.



AT THE MERCAT CROSS IN EDINBURGH: THE LORD LYON READING THE PROCLAMATION FOR THE ELECTION.

The Royal Proclamation for the electing of a new Parliament was read at the Mercat Cross, in Edinburgh, on October 10 by the Lord Lyon, Sir Thomas Innes of Learney. The second proclamation, summoning the peers, was read by the Albany Herald, formerly the Lord Lyon, Sir Frances Grant, now in his eighty-ninth year.

(RIGHT.) CRIPPLED CRAFTSWOMEN AT WORK: GIRLS AT YATELEY WORKING ON THE BEAUTIFUL TEXTILES WHICH ARE FINDING A READY MARKET THROUGHOUT THE WORLD.

Every year more than £5000 worth of exclusive textile designs are produced at the Yateley Textile Printers Ltd., a self-supporting community of workshops and cottages, run and staffed by disabled girls. Seventy-five per cent. are victims of infantile paralysis and spinal complaints and many of them work from wheel-chairs. It takes two years to train the girls in this work, which is done with the approval of the Wingfield Morris Orthopaedic Hospital.



DEMONSTRATED IN A RECENT TELEVISION PROGRAMME: A "CONVERSATION MACHINE" FOR DEAF AND BLIND PEOPLE DESIGNED BY MR. A. R. COOPER (LEFT).

A "conversation machine" for deaf and blind people, designed by a British Electricity Authority Divisional Controller, was recently demonstrated in a television programme. There are two versions of the machine, both of which have a typewriter-style keyboard which the "speaker" operates. The "listener" places his fingers on part of the machine and "receives" by Braille symbols transmitted by tiny studs tapping the finger-tips. One machine is powered by dry batteries, and the other is mechanical.



THE RACE WHICH THE KING WATCHED FROM HIS BEDSIDE: HIS MAJESTY'S COLT *GOOD SHOT* (LEFT) WINNING THE TANKERVILLE NURSERY STAKES. On a television receiver installed in his room at Buckingham Palace the King saw his colt, *Good Shot*, win the Tankerville Nursery Stakes at Ascot on October 13. *Good Shot* was ridden by the champion jockey, Gordon Richards, who rode his 200th winner of the season at Lingfield on October 11. This is the sixth consecutive season in which he has ridden more than 200 winners.



PLANTING A SAPLING OF THE BOSCOBEL OAK IN THE CHURCHYARD AT NEW SHOREHAM: THE DUKE OF RICHMOND AND GORDON (LEFT). On October 14 a service of thanksgiving was held at the church at New Shoreham, Sussex, for the escape of Charles II. after the Battle of Worcester and the subsequent restoration of the monarchy. After the service, the Duke of Richmond and Gordon, a descendant of the Stuart king, planted a sapling of the Boscobel oak in the churchyard. Charles II. sailed from Shoreham for France on October 15, 1651.

A PAGE FOR COLLECTORS. GREAT ART IN THE DUTCH MANNER.*

By FRANK DAVIS.



I SALUTE a nice woman—obviously a nice woman—who has sent an air-mail from Dar-es-Salaam to remind me that among the various distinguished cats in the National Gallery (I mentioned some of them in my article of September 8) is the pretty, fluffy creature in Perroneau's "Girl With a Cat." This creature and its owner, says my correspondent, is visited by her every time she comes home on leave. True enough, I forgot this particular cat, which is enchanting, but not, to my way of thinking, a cat of character—too young and innocent (if cats ever can be said to be innocent) to be labelled distinguished. I dare say there are one or two others also, maybe among the minor Dutchmen, who deserve a not dishonourable mention, and now I find myself idly turning over the pages of a book, "Dutch Painting of the Great Period,"* containing more than 300 illustrations of Dutch paintings of between 1650-1697, all in Dutch collections, and note a couple of vulgar black-and-white cats indulging in typical cattery.

In a well-known Nicolaes Maes, a cat is dragging at the tablecloth while an old woman is saying grace, while in a drunken scene by Jan Steen a cat in the foreground is gazing at a woman in an eloquent attitude of puzzled disdain. No pretty innocence in either of them: seventeenth-century Holland had few illusions. The book has an introduction and notes on each picture by Professor W. Martin and its interest for most amateurs will be that it presents a selection of works by both the great and the far-from-great which can only be seen in Holland. Some of the comments will seem a little odd. Few of us fail to enjoy a landscape by Jacob Van Ruisdael. Most of us will raise our eyebrows when we read: "This master is without doubt the greatest landscape painter of all time." The statement seems to me somewhat intemperate, and there are one or two others to which a similar or more drastic adjective might apply, but I would prefer to draw attention to the solid virtues of this able compilation rather than to a few debatable expressions of opinion.

The period is well chosen, for it begins with those years during which the genius of Rembrandt reached its final flowering (I take it there is no question nowadays of his superb achievements in the 1650's and until his death in 1669), and it covers the best of the working years of the other major painters—Vermeer, for example, was eighteen in 1650, Jan Steen was thirty-two, and Carel Fabritius thirty-eight. The last-named's famous "Goldfinch," from the Mauritshuis, painted in 1654, the year of his death, provides a noble illustration on the dust-cover.

It is an extraordinary phenomenon, for which no one, as far as I know, has yet provided an adequate explanation, that a little nation should in one brief century produce such a multitude of notable painters.

It is all very well to talk about mercantile prosperity and the rise of a whole generation of solid, hard-working, freedom-loving farmers and shopkeepers and seafarers. Such social changes have happened to others and will happen again. Similar things happened to us at about the same period, but we produced neither a Rembrandt nor a Vermeer nor a Jan Steen, nor, to mention minor men, a Metsu or Maes. Odder still, Holland has not since then given birth to a painter of

which has delighted succeeding generations and has exasperated those few among the elect who demand some sort of apocalyptic vision from artists, and deny that honourable title to those who are merely skilful. It must be confessed that the meticulous and smooth technique of a Van Mieris can be tedious—one can soon grow tired of an exact imitation of velvet or lace—and a whole series of rollicking, slap-happy family parties by Jan Steen could pall quickly. But then one doesn't gaze at these things by the dozen. Rather, one turns over page after page, remembering similar pictures here and elsewhere, getting the whole school into focus, and realising, if we had not done so already, how accomplished were the almost unknowns.

It is not surprising, for example, that half the studies of horses in existence by Abraham Calraet have at one time or another been confidently ascribed to Albert Cuyp, and who, outside a very narrow circle, has ever heard of Abraham Begeyn, whose painting "The Quarry" (No. 85 in this book), hangs in the Mauritshuis and can surely rank with any by his better-known contemporaries? The truth is, of course, that when a little man produces a masterpiece, he rarely repeats his success: great men rarely repeat their failures. Another *tour de force* by a competent but normally dull painter is illustrated on the last page—a remarkable study of an angry swan by Jan Asselijn, who is known in this country for pleasant academic Italianate landscapes and—to judge by them—is the last person one would associate with so powerful and dramatic an interpretation of wild life. But perhaps I am unduly impressed by the subject: bad-tempered swans scare me out of my wits; they are so much more at home in the water than I am. I always give them as wide a berth as possible and am convinced that Leda was not at all a nice young woman.

The subject matter is divided neatly enough into Rembrandt and his followers, Portrait painters outside Rembrandt's influence, Landscapes, Marine painters, Country Life, Town Life, Still Life, Flower painters, and so forth, so that the reader can find his way about easily enough, even though he may not be familiar with the names of half the artists illustrated. I wish one or two of these admirable men, in addition to William Van de Velde, the Younger, had been enticed to stay in England—especially, I think, Gerard Terborch, who, had he made the journey after the Restoration, could have strutted up the Mall with Samuel Pepys and maybe have done a painting of both Mr. and Mrs. (see his self-portrait No. 253). He so clearly has the right spirit for that company.

* Frank Davis reviews on this page "Dutch Painting of the Great Period, 1650-1697." By Professor Dr. W. Martin. Illustrated by 337 Examples from Dutch Museums. (Batsford; 3 gns.)



"SELF-PORTRAIT"; BY GERARD TERBORCH (1617-1681), A MASTERPIECE OF CHARACTERISATION, IN THE MAURITSHUIS, THE HAGUE. Frank Davis writes that had Gerard Terborch made the journey to England after the Restoration he "could have strutted up the Mall with Samuel Pepys and maybe have done a painting of both Mr. and Mrs. . . . He has so clearly the right spirit for that company."

European stature—unless we count Van Gogh, who can scarcely be said to belong to the tradition. In short, if the rise of the school is unaccountable, its decline and fall in the eighteenth century is no less strange. I give up all such speculations and remain thankful for the extraordinary gifts which

Providence saw fit to shower upon these few dozen individuals at this particular time. What is more, Providence provided them with a ready market—a society which took it for granted without self-consciousness that it was a natural and proper thing to hang on its walls a painting or two which would mirror the ordinary life of ordinary people. With the exception of Rembrandt, who stands alone in his perception of the heights and depths of the human tragedy—few pictures are more moving than his painting of the two Negroes—and of Jacob Ruisdael, whose sombre imagination brings to so many of his landscapes a brooding intensity—it is just this ordinari-ness



"THE ENRAGED SWAN"; BY JAN ASSELIJN (1610-1652), "A TOUR DE FORCE BY A COMPETENT BUT NORMALLY DULL PAINTER," IN THE RIJSMUSEUM, AMSTERDAM. "This remarkable study of an angry swan by Jan Asselijn, who is known in this country for pleasant academic Italianate landscapes," hangs in the Rijksmuseum, Amsterdam. Illustrations from "Dutch Painting of the Great Period, 1650-1697," by Professor Dr. W. Martin; reproduced by Courtesy of the Publishers, Messrs. Batsford.



"THE NEGROES"; BY REMBRANDT VAN RIJN (1606-1669), IN THE MAURITSHUIS, THE HAGUE.

"Few pictures are more moving than his painting of the two Negroes," by Rembrandt who "stands alone among Dutch painters in his perception of the heights and depths of the human tragedy."

SIR HENRY GURNEY'S FUNERAL, AND NEWS FROM ITALY, SOUTHERN KOREA AND BERLIN.



THE FUNERAL PROCESSION OF THE MURDERED SIR HENRY GURNEY ON ITS WAY TO ST. MARY'S CHURCH, IN KUALA LUMPUR. A MALAY POLICE BAND PRECEDES THE COFFIN.



BEARERS CARRY THE COFFIN OF SIR HENRY GURNEY, AND THE PALL-BEARERS FOLLOW, DURING THE FUNERAL CEREMONIES FOR THE MURDERED COMMISSIONER OF MALAYA. On October 8 Sir Henry Gurney, the Commissioner of the Federation of Malaya, who was murdered by terrorists on October 6, was buried at Kuala Lumpur, near the graves of planters, policemen and other Britons who have fallen to the Communists. There were remarkable demonstrations of mourning, and the newly-formed Independence of Malaya party has opened a memorial fund, already reaching tens of thousands of dollars.



REBUILDING THE ANCIENT BRIDGES OF FLORENCE, ALL OF WHICH, EXCEPT THE PONTE VECCHIO, WERE DESTROYED BY THE GERMANS: WORK IN PROGRESS ON THE PONTE ALLA CARRAIA, WHICH WAS ORIGINALLY BUILT IN 1218-20.



THE CREW OF THE U.S. HEAVY CRUISER *TOLEDO*, FLAGSHIP OF U.S. TASK FORCE 95, MANNING THE RAIL WHEN THE KOREAN PRESIDENT, MR. SYNGMAN RHEE, AWARDED A KOREAN PRESIDENTIAL UNIT CITATION TO TASK FORCE 95.



ARCHAEOLOGICAL EXCAVATION—IN A MUSEUM: RECOVERING ANCIENT POTTERY FROM THE SHATTERED BASEMENT OF THE BOMBED AND SHELLED PRUSSIAN STATE MUSEUM IN BERLIN.



THE RESTORER OF THE PRUSSIAN STATE MUSEUM IN BERLIN WITH TWO HUGE TROJAN URNS WHICH HE HAD RECONSTRUCTED FROM SHERDS FOUND AMONG THE MUSEUM'S RUINS.

All museums are concerned with excavations, but rarely on their own premises. The Prussian State Museum in Berlin, however, was both bombed and shelled during 1945 and the work of the curator recently has consisted very largely in recovering the exhibits from the rubble of the Museum's own ruins. Several rooms have been repaired and many exhibits recovered, and it is hoped that some rooms will soon be reopened.

NOTES FOR THE NOVEL-READER.

FICTION OF THE WEEK.

NOVELS should usually proceed in a straight line. Zigzags are usually a form of cliché, a forlorn device to ginger things up. I have said that before; but there are cases where it simply does not apply, where one has either to accept the convolutions of approach or else reject the whole story. "Meeting at the Milestone," by Sigurd Hoel (Secker and Warburg; 13s. 6d.), is an egregious example. It is, by turns, or rather layer upon layer, a tale of occupation and resistance, a rummaging in bygone days, a gradual process of self-discovery, and an anatomy of treason. At surface-level it becomes a thriller; then it dives deep into the mind, or rises to a wide appraisal of the social order.

Its thriller-element forbids me to tell the story, but it unfolds like this. The hero and narrator is a "good Norwegian," middle-aged, and working for the Home Front. His special job is to provide a hide-out for wanted men, till they can be got over the border. And one day he receives a transient whose nerve has cracked, not under pressure from the enemy, but in the stress of inner conflict. Going round the provinces, he has become disgusted with his own side. Often the sheep are worse than goats; sometimes the traitor is a good man warped—and lost because he has more principle and courage than the careful righteous. Who knows why he went wrong at first? What "good Norwegian" can be sure he had no part in it? And then the speaker bursts out with his real trouble. One of the lost, Hans Berg, has been destroyed by him—by something that took place when they were fellow-students in Oslo.

His confidant is not impressed. He knew Hans Berg more intimately at the same time, and he has simply crossed him out. That is the proper way. Yet afterwards, in "the monotony of occupation," he falls to brooding on those days, on student life in the big town, on Hans Berg and the others who have "gone over." Certainly the proportion is too high. And they were all country boys. . . . Perhaps, by setting down what he remembers of each in turn, he may achieve some further insight.

But no, he does not know enough. And so the record switches to his own past, the past which really is accessible, which he has had in mind all along. Yet still he can't get the whole way. There is a hidden threat—something he must not know because, in some dark corner of his being, he knows it too well. At that point he is interrupted. He receives a mission; and the hidden viper springs at his face.

The climax, with its rather blatant symbolism, is the weakest part. But the approaches are enthralling.

"The Cruel Sea," by Nicholas Monsarrat (Cassell; 12s. 6d.), handles a very different aspect of the war in a completely different way—yet still on what was largely a Norwegian front. This is the war of the Atlantic, of the convoys and escort ships. And like the Home Front battle, it had no remissions. The contrast is that it had no dubieties; it was completely straightforward—always heroic, always open, always, at every instant, an unchallenged necessity. Therefore it can be told straight on, in one enormous breath, as it is here. I can't regard this as a "great novel"; it is a slice of journalistic fiction of the first water. And that, considering the splendour of the theme, the wealth of fearful and heroic incident, is surely good enough.

It spans the whole war. There are two heroines, the corvette *Compass Rose*, and then the frigate *Salutash*. The first goes down with nearly all her crew, the second rides home to victory. There are two leading men: Ericson, of the Royal Navy, the ideal captain, and Lockhart, the ex-journalist, the novice, the ideal greenhorn. There are a hundred and fifty men in all, "because," the author says, "that is a manageable number of people to tell a story about." When I read that it struck me that his powers of management must be stupendous. However, only a minority have speaking parts, and fewer still exist as persons. But there is always life enough, human variety enough, plenty of good, crisp chat and incidental fun. Also there is a ring of judgment and sincerity, so clear wherever one can test it, that the stranger truths—the savage, noble and terrific moments—vouch for themselves. I can't remember any other post-war story of the war so full of pride, so free from scepticism or apology.

But after two such gripping and extreme experiences, it is time to slack off. "A Terrace in the Sun," by Cecil Roberts (Hodder and Stoughton; 12s. 6d.), provides a gentle change. True, at its opening in Monte Carlo on New Year's Eve, the hero, Stephen May, is planning suicide. He is a fashionable portrait-painter with arthritis; his career is finished, his resources nearly used up, and he intends to "cease upon the midnight with no pain." However, obstacles arise. Pending a better chance, he contemplates his past life: which is the real subject.

Stephen's father was a miner in Nottingham. And all that he remembers of his native place at the beginning of the century is set down with loving care, in fond, irrelevant and factual detail. This part is charming. And Stephen is a genuine small boy, as much enamoured of gentility as Pip in "Great Expectations," but not, like Pip, tormented for it with reproachful humbug. The story of his gift, his rise to fame and his unhappy marriage is a come-down, but on the other hand it is concisely dealt with. And, of course, the upshot is a new lease of life.

"Death Draws the Line," by Jack Iams (Rich and Cowan; 9s. 6d.), starts with a bright idea and makes good use of it. The gold-mine of the Whitcomb Feature Syndicate is a comic strip, dealing with the exploits and trials of Little Polly Pitcher, that golden-hearted waif. As her creator, Zeke Brock, has been drinking himself silly for about ten years, he is a constant headache to the managing director. So are the Whitcombs, the decadent and useless crew that Big Bill Whitcomb has left behind. This year the annual Whitcomb banquet in his memory, always a grim event, brings matters to a head. By way of preparation for it Zeke has passed out, and this time he is out for good. The latest Polly strips are missing; and the death was not natural. Then comes more violence, a noise of skeletons in every cupboard, and in short a great deal of fun: with Polly Pitcher as the crux.

CHESS NOTES.

By BARUCH H. WOOD, M.Sc.

THE Argentine Chess Federation invited teams of five from all parts of the world to a great international team tournament in 1939, and I found myself, as one of the British representatives, bound by ship for Buenos Aires in company with about a hundred other chessplayers from European lands—a strange, polyglot lot!

One evening I played a number of quick games with Harold Golombek. The middle of the saloon was occupied by an amateur choir of at least twenty Poles, Bulgars, Lithuanians, Czechs, Latvians, Estonians and others, roaring out Cossack songs and army ballads with leathern-lunged violence. I well remember seeing dear old Vera Menchik-Stevenson, Czech-born World Lady Champion (British by naturalisation and later by marriage as well), hovering fascinated on the fringe. Bursts of rhythmical laughter, wild shouts and stamping of feet seemed to be an integral part of these songs.

Close at hand, a radiogram, zealously tended by a group of Latins, was blaring out Brazilian dance-tunes. Whenever the singing Slavs threatened to drown these, they turned the radiogram a little louder. The competing waves of sound together with the crunch of the sea against the ship's hull and an occasional bellow of the siren, produced an indescribable row.

My games with Golombek went evenly until three members of the Irish team came up to watch. As a mark of esteem to them, on a sudden impulse, I began to accompany my moves with bursts of "Sweet Molly Malone." It was at this point, I remember well, that my opponent's resistance broke down completely, and he lost more games than I have ever scored against him in succession, before or since. I now know the conditions under which I can whack Golombek: unfortunately, they have never been even remotely duplicated in any tournament since.

The queerest game I ever played at all was not at chess, but at billiards. In the little Anglesey town not a dragon's leap from Llanfairpwllgwyngyllgogerychwyrndrobwllllandisiliogogoch, I found myself once with two hours to kill and a companion who fancied his billiards. We came upon a full-sized table in a room far too small for it. As soon as my ball settled within 2 ft. of a cushion, I found my ordinary cue was useless—its butt banged on the wall behind me. I found I was expected to resort to a tiny cue about 15 ins. long. The effect on the shot of the complete change of cue-weight was astonishing—and exasperating. "Where's the chalk?" we asked. There was none, we learnt, but we were invited to insert our cue-tips into one of innumerable holes with which the walls were dotted, and twist. "You chalk your cue-tips with the plaster from the walls?" "Yes." Well, we were willing to try anything once. They came out tolerably well chalked. Unfortunately, the plaster was white and had in course of time scattered itself over the cloth in a curious chiaroscuro effect reminiscent of a Turner seascape. I suddenly realised why billiard chalk is always green. Other defects of building-plaster as a cue chalk became apparent when bits of it occasionally deflected a ball inches off its course.

We soon retired in favour of the locals. One corner of the table, we had realised, was lower than the rest; balls ran towards it with something suspiciously like acceleration. Just when we thought we had seen all there was to see, a player was snookered on an object ball perhaps 2 ft. away. As our eyes boggled in wonder, he deliberately played his ball uphill round the intervening one; it took a gently curving course and came downhill again the other side to make the desired contact. My companion, who had been wont to take his billiards very seriously, suddenly looked a very sick man.

BOOKS OF THE DAY.

THE GREAT GERALDINES.

FOR many centuries my ancestors and the Geraldines fought with and against each other, entered into military alliances or intermarried (my youngest daughter bears the name in consequence), so that it has been with very particular interest that I have been reading "The Geraldines," by Brian FitzGerald (Staples; 15s.). It is perhaps a form of filial piety which leads Mr. FitzGerald to maintain that the story of the Geraldines "is the story of Ireland," or to state that "Garret More," the great Earl of Kildare, was "the most illustrious soldier-statesman in Irish history." (I seem to have heard of someone called Brian Boru who, in circumstances of far greater difficulty, imposed his peace on Ireland.) However, there is no doubt that these Florentine-Norman-Welsh pirates and freebooters who came into Ireland more than 150 years after Brian Boru's death

played a part in Irish history as magnificent as it was important. The Geraldines were in a curious position. They were not like those Normans who came direct from Normandy or via England. They had spent many preparatory years warring on the Welsh marches and, more important, had mingled their blood with the old Welsh princely families. This meant that they were half-Gaelic by blood and, if they maintained their Norman realism, their Gaelic connections enabled them both to understand how to cope with the Irish in war and to rule them in peace. As a result, they represented a remarkable fusion of the best in the two races. They spoke Irish, they kept harpers and bards to play to them (it is curious how from the very earliest days the English regarded this fact as a sign of the grossest disloyalty), they went hosting, like the Irish princes, they wore the great Irish mantle. This was on the one side. On the other, they maintained not merely the state of the conquering Norman aristocracy, but the status of an independent mediæval king. They raised armies and levied wars at their good pleasure. They appointed judges and sheriffs. They created lords and knights. They had full power of life and death. They held Royal courts and from time to time they summoned parliaments. At all times they regarded their tenuous loyalty to the English crown as only conditional on their being left alone to enjoy their virtual independence. It is small wonder that, from 1330 onwards, it was found impossible to rule the Irish without them. For on the occasions when they were not the chief royal officer, that unhappy individual was powerless against the Irish unless he could gain the support of the great Earls of Kildare and Desmond. Mr. FitzGerald's book, which covers the period from the arrival of Strongbow up to the death of Elizabeth, has as a sub-title "an experiment in Irish Government." It is indeed a fascinating story. For those who like the "ifs" of history, it is interesting to speculate what would have happened if the Geraldines, with their Irish princely allies, had in fact succeeded (as on at least two occasions they so nearly did) in driving the English into the sea. Whether, what Mr. FitzGerald so aptly calls "the period of aristocratic home rule" which Ireland enjoyed during the virtual independence of the great house of Geraldine could have been converted, as the Geraldines always hoped, into a stable monarchy, independent of England, is doubtful. Once the hated invader had been driven out, the wars with the great Irish princes, perpetual conflicts which were the curse of Ireland, would have raged with redoubled fury. The proud O'Neill who claimed the high-kingship from his stronghold in Ulster; the O'Connors, my own ancestor, who was styled "O'Brien Prince of Ireland," up to the time of his submission to Henry VIII., would, I fear, have had a word to say about it. However, this is a matter for speculation by historians and lovers of history. It is not uninteresting to note that religion in the earliest days of the Reformation played a comparatively small part, the Popes having dashed the hopes of successive Irish patriots and resolutely supported the English throne, even until after the breach with Henry VIII. Indeed, the first plantations were undertaken in the reign of the ultra-Catholic English Queen Mary. Mr. FitzGerald is rapidly establishing himself as a leading modern historian of Ireland and this interesting book should do much to strengthen that position.

In the days of the Geraldines a gift which was greatly esteemed by overseas recipients as far away as Turkey, were Irish hawks or Irish wolfhounds. It is a far cry from the great, fierce beasts that stretched their lengths at the feet of their Irish masters, or snuffled for bones in the foot-deep fern and rushes on the floor of the Great Hall, to the gentle pets to which meat-rationing and lack of exercise restrict the English town-dweller to-day. Mr. Clifford L. B. Hubbard is the general editor of the Dog-Lovers Library, and three further books from this stable now appear. The first in importance—at any rate for me—is "The Cocker Spaniel," by Nester M. Bassett Broughall (Nicholson and Watson; 6s.). The spaniel is an ancient breed appearing in Welsh laws as early as the tenth century, when its value, if owned by the king, was the same as that of an ox in its prime, and first appearing in English literature in the famous (and as I think slightly indelicate) line in Chaucer's description of the "Wif of Bath."

Mrs. Bassett Broughall's little book is as entertaining on the historical side as it is useful and practical in the chapters which deal with the breeding, feeding, training and ailments of cocker spaniels. As for the many photographs of past champions with which it is embellished, while I cannot in loyalty admit that there are any more beautiful spaniels in the world than my present *Michael* and *Bran*, I am bound to confess that there have been some which run them fairly close. The other two books, "The Afghan Hound" and "The Pekingese Handbook," are both written by Mr. Hubbard himself, and are published at the same price. The Afghan hound is a beautiful beast, and this book will please all who love these famous and historic dogs, whose known ancestry stretches back 8000 years. One final dog-book deserves recommendation, and this is "To Own a Dog," by Eric Harrison (Lehmann; 8s. 6d.). Major-General Harrison, as an M.F.H. and as a trainer of shooting-dogs, is well qualified to write on this subject, and this excellent little book is perhaps better suited to the general reader than the more specialist publications I have reviewed above.

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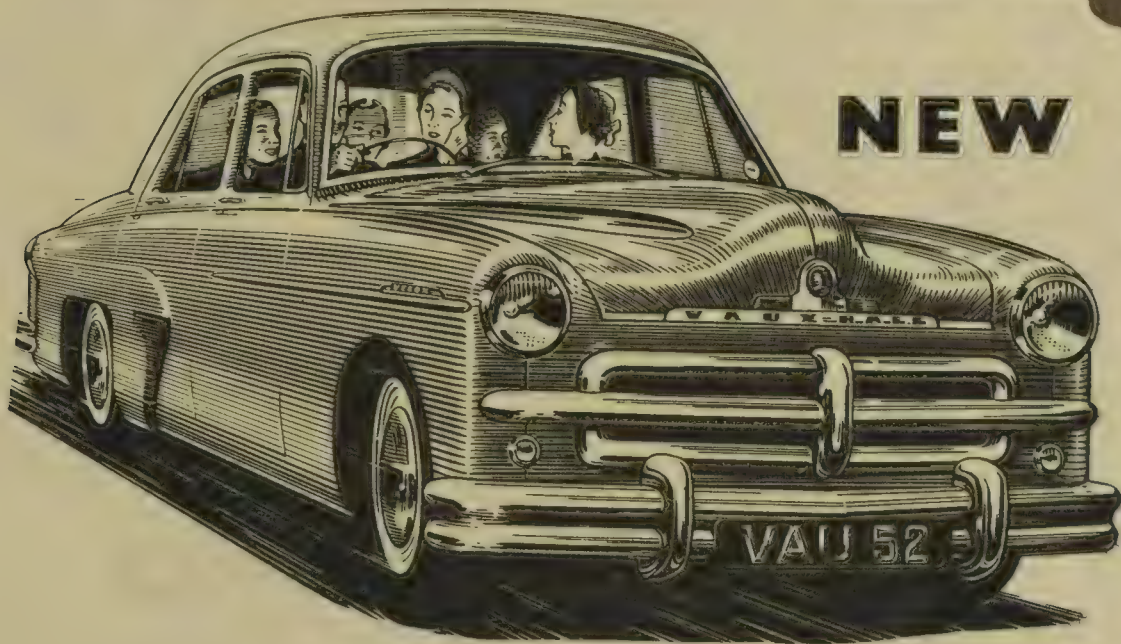
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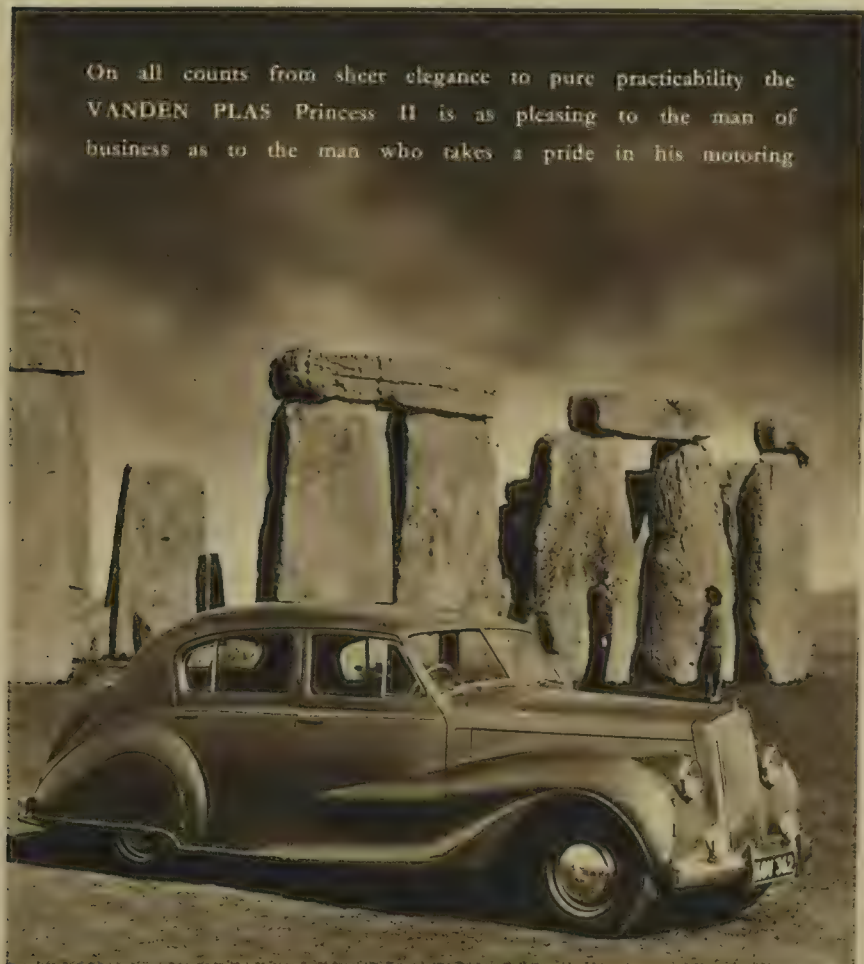
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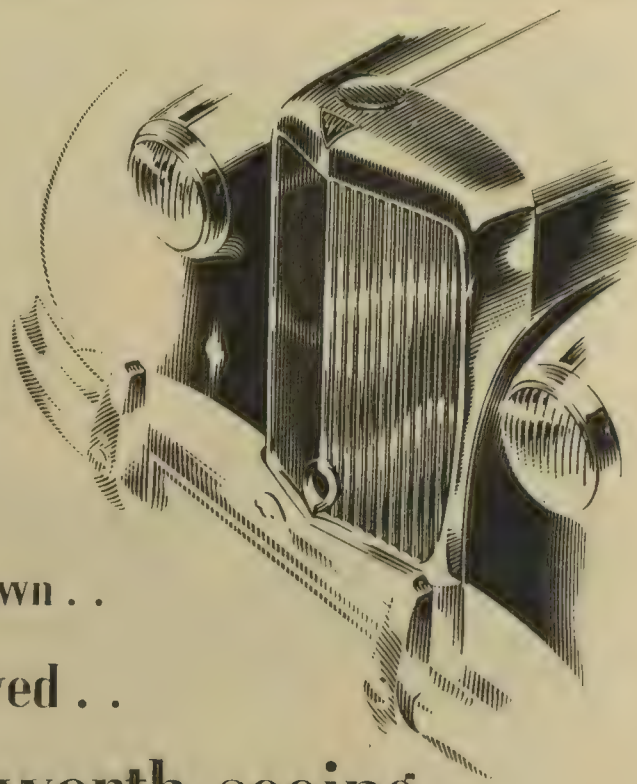
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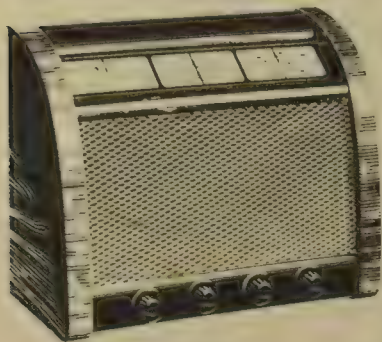
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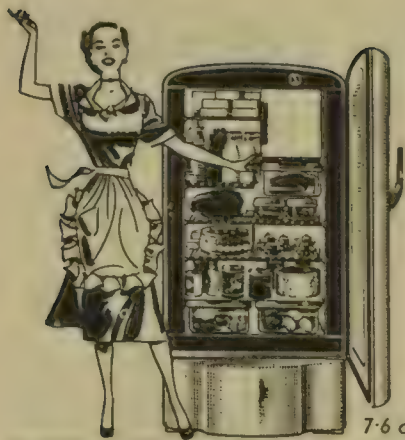
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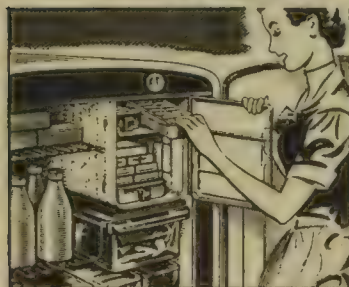
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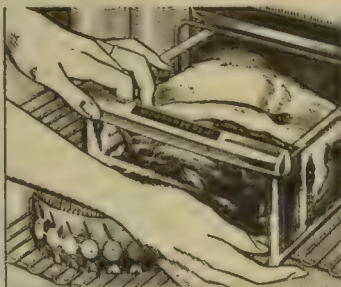
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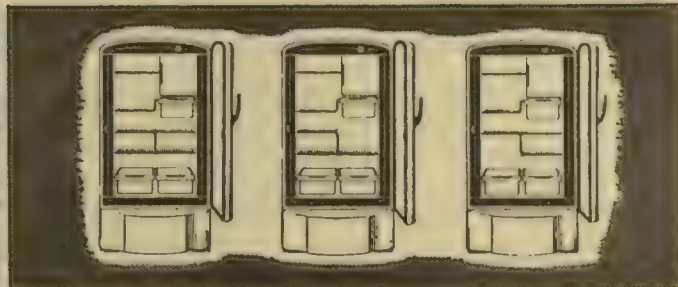
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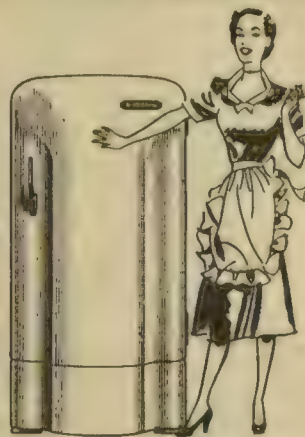
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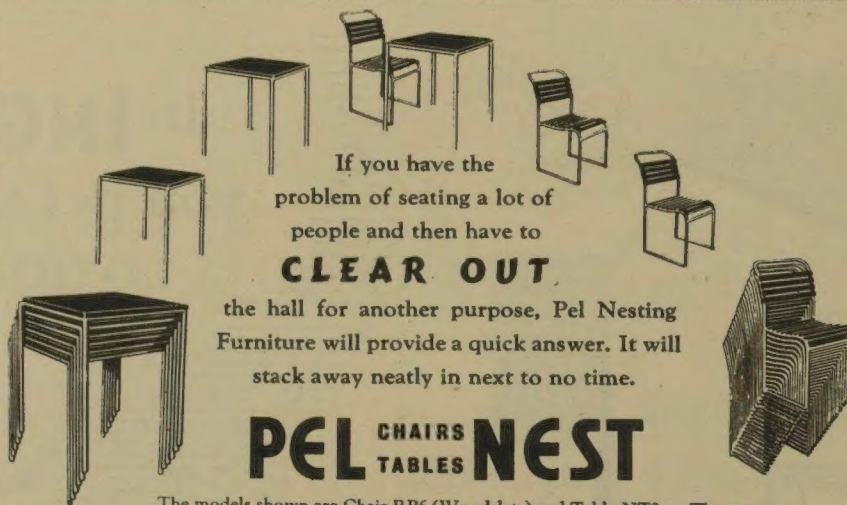
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The reason for our success is simple. The U.S. does not produce anything in their class quite so good as, or quite like, those two Nuffield favourites, the Morris Minor and the M.G. Sports, which have formed the bulk of Nuffield's car exports to the Americas.

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Before 1945, it was unusual to see a British car on the American roads. Nowadays, when one of these Nuffield thoroughbreds slips out of the car-park and across the green lights, it seems to have become an established part of the kaleidoscopic American scene.

NUFFIELD ORGANIZATION

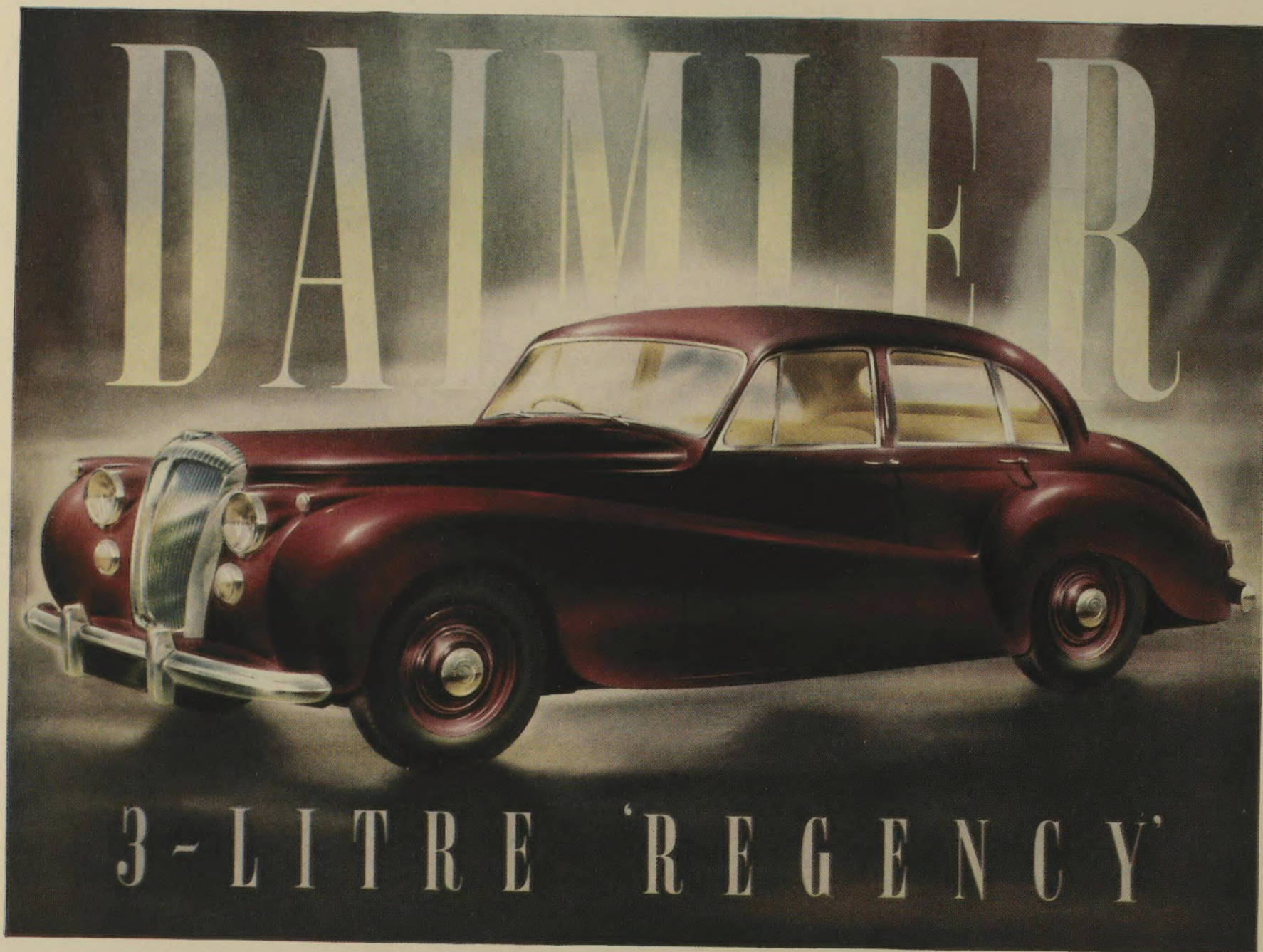
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